

D. MAN-MADE RESOURCES

Man-made resources are defined as those characteristics and services, facilities and activities for which man is directly responsible. For the purposes of this plan these include:

- [1\) Wastewater Systems](#)
- [2\) Solid Waste Management](#)
- [3\) Transportation/Circulation](#)
- [4\) Energy/Telecommunications](#)
- [5\) Housing/Demographics](#)
- [6\) Land Use](#)

Generally, Man-made Resources describe who County residents are, how they are housed, the services they use, what can be done with the land and what infrastructure is needed to support development.

Goals

- D-1** *Population forecasts correlated with supporting infrastructure, housing and other land uses.*
- D-2** *Monitoring of the development and utilization of man-made resources.*
- D-3** *The continual integration of new data on man-made resources into Land Use and Overlay maps and review of land use proposals.*
- D-4** *Equitable plans and justification of land use decisions through data, analysis and findings.*

Infrastructure Needs

Many rapidly growing areas of the County have found it difficult to expand infrastructure fast enough to keep up with new development. Development places demands on all public services. It is desirable that the infrastructure for water, sewer, drainage and roads is in place before urban development is permitted. The pace of growth can be controlled by limiting capital investment in these facilities. For example, new subdivisions are required to tie into trunk lines leading to sewage treatment plants. If treatment capacity of either sewer or water is insufficient, then development is not allowed. In some cases where treatment capacity is inadequate, private developers may be required to construct treatment plants to serve large

developments. Because facilities require huge front-end capital expenditures, some form of municipal financing may be needed.

The network of man-made and publicly owned facilities, such as roads, streets, water and sewer facilities form the internal framework of communities. The timing and pattern of installing these facilities (capital improvements) will play a part in the implementation of the General Plan by impacting the distribution of land uses. Although capital facilities are built to accommodate present and anticipated needs, some (most notably water and sewer facilities and roads) play a major role in determining the location, intensity and timing of future developments.

The General Plan and the background appendix identify existing capital facilities and the need for additional facilities. This discussion of capital facilities is included in the General Plan (per Government Code Sections 65302 (a), (b), (e)). Among the statutory functions is to "Annually review the capital improvement program of the County and the local public works projects of other local agencies for their consistency with the General Plan..." (Government Code Section 65103 (c)). Local governments may underscore their interest in public services and facilities by adopting an optional public facilities element (Government Code Section 65303). The Man-made Resource section of the General Plan, along with those portions of other sections dealing with fire protection facilities and flood control facilities, emphasize the County's interest in managing growth to ensure that all land uses have adequate public services and facilities.

Each year, departments within the County and all other local governmental agencies (including school districts and special districts) constructing capital facilities must submit a list of proposed projects to the County's planning agency (Government Code Section 65401). The planning agency of the County must then review the projects for conformity with the General Plan in those areas of County jurisdiction.

In lieu of considering individual projects or only those projects to be undertaken in a single year, the County prepares and annually revises a Capital Improvement Program (CIP). The CIP projects annual expenditures for acquisition, construction, rehabilitation and replacement of public facilities, such as sewer and water, highway improvements, street lights, traffic signals, parks, sheriff and fire facilities and other public facilities. The CIP must be consistent with the General Plan. In rapidly developing areas, it can help shape and time growth according to adopted policies.

The housing element requires that capital facilities be made available to future housing sites. The implementation program of the housing element must identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels [Government Code Section 65583 (c)]. Obviously, if an area lacks sewer and water service or adequate roads, it will not be available for high density residential development until such improvements are installed.

Many federal grant programs, including the Clean Air Act, the Water Pollution Control Act Amendments, the Housing and Community Development Act of 1974, the Public Works and Economic Development Act of 1976 and the National Historic Preservation Act of 1966, now require or encourage the consistency of federally assisted capital projects with local, regional and state plans. For example, federal law (Section 176 of the Clean Air Act) requires that the population projections used in planning capital facilities conform to the assumptions contained in the Regional Air Quality Management Plan adopted as part of the State Implementation Plan (SIP) when federal funding or approval is sought. The federal government will not support projects which fail to comply with the SIP and gives priority to implementing those programs which conform to the SIP. Clearly, it makes sense for local government to review regional and state plans and to incorporate applicable assumptions and projections into the local general plan.

Man-made resources, including public services/facilities and capital improvements are also important in a regional sense. The growing interrelatedness of planning issues among local governments applies directly to local capital improvement projects. The location of major roads, sewer facilities, water trunk lines and other facilities within the County can impact communities and cities both within and adjacent to the County by encouraging or deflecting the direction of growth. Local decisions regarding capital improvements may in turn impact the planning assumptions and projections of neighboring jurisdictions. This is another reason why it is important that local government coordinate their general plans with the plans of their neighbors and special districts.

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1. Wastewater Systems

Graphic

Wastewater collection, treatment and disposal is one of the many public services provided by various units of local government. Where public collection and treatment of wastewater is not available, other methods are required such as septic system, package wastewater treatment plants or alternative systems. The treatment of wastewater is vital to developed and developing urban areas and is vital in less developed rural areas for reasons of public health and the protection of ground and surface water quality.

The operation of community or regional wastewater collection and treatment systems is exclusively undertaken by public agencies. Public wastewater collection and treatment is carried out by a combination of:

- Regional wastewater agencies which serve several cities and communities.
- City-operated collection and treatment facilities serving the area within the city and sometimes adjacent cities and unincorporated areas.
- Special districts serving unincorporated communities.

There are 22 operating public wastewater treatment facilities located throughout the County allowing most urban areas to be served by sewers. Exceptions include the communities of the South Desert (Morongo Valley, Yucca Valley and Joshua Tree) and the City of Twentynine Palms.

The State **Regional Water Quality Control Boards (RWQCBs)** are constantly reviewing their discharge requirements for wastewater. Revised requirements could have a significant impact on the development potential of land within the County and

on the user fees charged by wastewater collection and treatment system operators.

*A 'trickling
pond' at the
Chino Basin
Municipal
Water
District,
Regional
Plant #1;
Chino*

Photo

San Bernardino County faces some major challenges in the continued provision of adequate wastewater collection and treatment. As demands for sewer service increase, providing an adequate level of

wastewater treatment will become increasingly difficult. New State water quality requirements and wastewater treatment limitations may have significant impacts on development potential and costs. In order to coordinate land use planning with wastewater facilities, many agencies at state, regional and local levels must successfully interact and exchange information.

Interagency coordination is a problem due to the variety of State, regional and local agencies and independent districts involved.

The County's ability to absorb growth has been facilitated by the ability of wastewater agencies to respond to demands for service. There is a need to continue to expand existing intergovernmental coordination in order to correlate land use planning with wastewater facilities. Wastewater agencies often experience difficulties in their planning efforts due to unreliable or constantly changing growth forecasts for their service areas. The County needs to be aware of the abilities of collection and treatment systems for both the existing and projected population's domestic wastewater. Industrial, commercial and agricultural wastewater may be incompatible with the treatment of domestic wastewater and may require separate collection and treatment.

The density of development that can be permitted in areas not served by wastewater collection and treatment facilities is an issue. There are many onsite sewage disposal systems (septic tanks and package treatment plants) in areas with no wastewater collection and treatment facilities. There is a requirement for "dry sewers" in some areas not currently served by collection and treatment facilities.

The location of public treatment facilities in both incorporated and unincorporated areas are shown on the General Plan Infrastructure Overlay maps, which are further discussed in Section II-D-6, Land Use/Growth Management. The County's public sewage treatment facilities, including those located in and serving incorporated city areas, are listed below. The listing includes proposed and current treatment facilities as of July 1989, and is not meant to prohibit construction of additional sewage treatment facilities as the County deems necessary, without further amendment of this General Plan.

Sewage Treatment Plants/Facilities

1. City of Colton
2. City of Redlands
3. City of Rialto
4. City of San Bernardino
5. Yucaipa Valley Water District
6. Chino Basin Municipal Water District, Regional Plant No. 1, Ontario
7. Chino Basin Municipal Water District, Regional Plant No. 2, Chino
8. Chino Basin Municipal Water District, Regional Plant No. 3, Fontana
9. Chino Basin Municipal Water District, Regional Plant No. 4, (proposed), Rancho Cucamonga
10. Chino Basin Municipal Water District, Carbon Canyon Plant (proposed), Chino
11. Lytle Creek, County Service Area 70 S-3
12. Big Bear Regional Wastewater Agency

13. Crestline Sanitation District, Cleghorn Treatment Plant
14. Crestline Sanitation District, Houston Creek Treatment Plant.
15. Crestline Sanitation District, Seely Creek Treatment Plant
16. Lake Arrowhead Community Services District, Willow Creek Treatment Plant
17. Lake Arrowhead Community Services District, Grass Valley Wastewater Treatment Plant
18. Running Springs Water District
19. Baker Community Services District
20. City of Barstow
21. Helendale, County Service Area 70B
22. Trona/Pioneer Point, County Service Area 82
23. Victor Valley Wastewater Reclamation Authority, Oro Grande
24. City of Needles

Goals

The County shall encourage and participate with the local responsible wastewater authorities to:

- D-5** *Require wastewater collection and treatment systems which are consistent with the protection of public health and water quality.*
- D-6** *Promote activities/measures that facilitate the reclamation and reuse of wastewater.*
- D-7** *Cooperate and coordinate with governmental agencies, including the RWQCBs, to apply measures which will prevent surface and groundwater pollution and establish uniform standards for wastewater discharges.*
- D-8** *Plan and construct new wastewater treatment and collection facilities on the basis of the County's adopted growth forecast.*
- D-9** *Provide for the development of wastewater collection and treatment facilities for all projects with Improvement Level 1 and 2 in coordination with the appropriate serving agencies. This may include the establishment of fees, assessments or alternative funding measures.*

Policies/Actions

- WW-1** Because the proper and safe disposal of sewage, septage and sludge is vital to public health, nuisance prevention and ground and surface water quality, the County Department of Environmental Health Services (DEHS) will continue to work with local responsible wastewater authorities and verify that suitable arrangements have been made to safely dispose of

sewage, septage, or sludge for all new development (subdivisions and conditional use permits/site approvals).

WW-2 Because community sewerage systems are the preferred method of wastewater collection and whenever mandated by the appropriate RWQCB or County DEHS, dry sewers (standard sewer lines to be used for future connection to a community sewer system) or appropriate financial arrangements shall be provided per the requirements of the serving wastewater agency (if any) for proposed subdivisions of five (5) or more lots and conditional use permits when any of the following conditions exist:

- a. The wastewater collection agency has a master plan and the proposed project lies within 600 feet of a sewer line to be constructed within 10 (ten) years.
- b. The wastewater collection agency has a sewer line within 600 feet of the proposed project but has refused service because the project is currently outside the boundaries of the agency.
- c. The appropriate RWQCB requires dry sewers as a condition of the waste discharge permit.
- d. In sphere of influence areas special standards shall apply as stated in policy LU-9.

As alternatives to the above, a recorded participation agreement or payment to a sewer assessment district may be allowed if approved by the sewerage agency.

WW-3 Because there are areas in the County where it is unlikely that community sewerage systems will be installed, **Wastewater Treatment Plants (WTPs)** may be approved by the appropriate RWQCB, the local wastewater/sewerage authority (if any) and the County DEHS subject to the following:

- a. The proposed project site must be located in an area approved by the local wastewater/sewerage authority **providing service to the project**, DEHS and the appropriate RWQCB.
- B. **WTP** operators in charge of operation and maintenance shall be State certified.
- c. **In the IVDA Area, WTPs are permitted under all circumstances where such plants are approved and operated by any applicable County Service Area.**

Installation, maintenance and operation must meet DEHS, Office of Building and Safety, local wastewater/sewering authority and RWQCB standards.

WW-4 Because there is a need to regularly inform and educate the public on the need, methods and timing of septic tank system maintenance, the County DEHS shall:

- a. Publish educational materials on proper septic tank maintenance and distribute them to septic tank owners when requested.
- b. Utilize septic tank maintenance districts where feasible to ensure an adequate level of maintenance.

WW-5 **Except as otherwise provided herein, because** community sewerage systems are the preferred method of wastewater collection, connection to the community sewerage system shall be required for any proposed development or subdivision of land within a sewer or sanitation district. In areas where sewers are required by the appropriate RWQCB and a sewer or sanitation district does not exist, a district and appropriate assessments shall be established. Exceptions may be approved subject to review and approval by the County DEHS, the appropriate Regional Water Quality Control Board and the wastewater agency (for Wastewater Treatment Plants, individual onsite and multiple owner septic systems, holding tanks and experimental systems).

WW-6 **Except in the IVDA Area, because** the development approval process may be dependent upon the location and size of wastewater facilities and the timing of their use, the County shall:

- a. Cooperate with the local wastewater/sewering authority to consider the effect of development proposals and whether or not they should include the phased construction of wastewater treatment facilities.
- b. Actively work with wastewater agencies to ensure planned capacity increases in locations where sewage facilities are approaching capacity.
- c. Monitor and provide information to the local wastewater/sewering authorities on a continual basis, compile annual reports on the capacity and condition of wastewater collection and treatment systems and develop contingency plans for sewage management.
- d. Develop a systematic ongoing assessment of regional and local wastewater facility needs and capabilities to serve planned land uses as defined in the General Plan.

- e. Cooperate with local wastewater/sewering authorities to monitor future development to ensure that development will proceed only when sufficient capacity or approved alternative wastewater treatment systems can be provided.
- f. Cooperate with Special Districts (Board-governed, independent wastewater agencies) and the cities, **as applicable to a particular development**, to assist in the planning and construction of sewage collection and treatment facilities on the basis of the County's adopted growth forecast.
- g. Cooperate to provide the consistency of wastewater facilities with the Capital Improvement Programs of the County and other public agencies pursuant to Government Code Section 65403.

WW-7 Because the safe disposal of sludge is an area of major concern for reasons of public health and the protection of water quality, the County shall:

- a. Coordinate and cooperate with neighboring jurisdictions and interested agencies in efforts to explore the feasibility of sludge use and disposition.
- b. Control importations of sludges to critical groundwater basins and food production areas and assure appropriate siting and proper and safe sludge land-spreading practices as reviewed and approved by the County DEHS.
- c. Ensure the coordination of the County Land Management Department, DEHS and the Solid Waste Management Department, in the development and implementation of a sludge management program through annual review for consistency between the General Plan and the County Solid Waste Management Plan and associated programs.

WW-8 Because water resources are limited and the use of reclaimed wastewater and other **non-potable** water will play an important part in conserving water supplies, the County shall encourage the local wastewater/sewering authority to:

- a. Require water reclamation systems and the use of reclaimed wastewater and other non-potable water to the maximum extent feasible for:
 - i) Agricultural uses
 - ii) Industrial uses

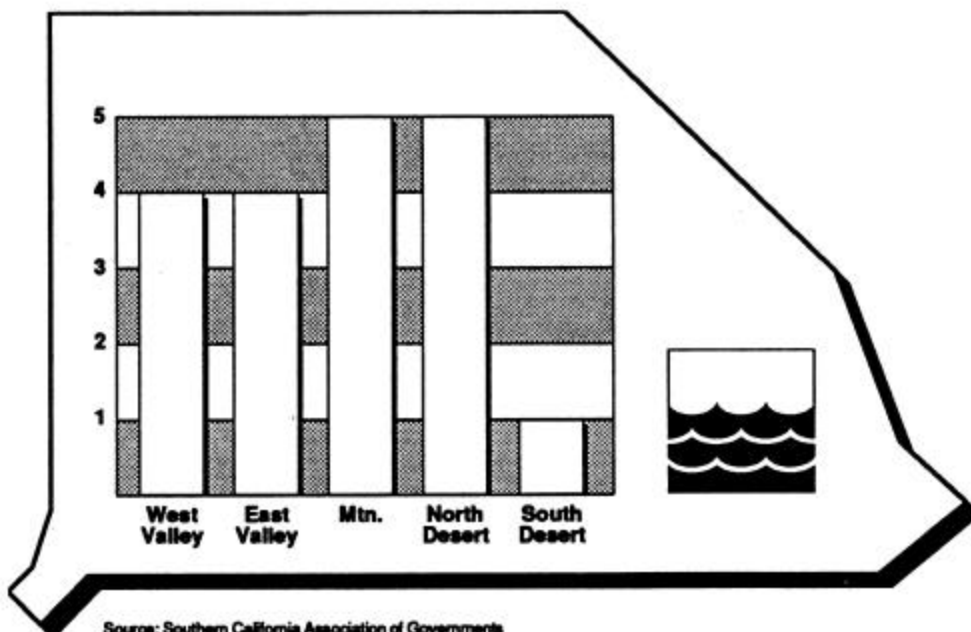
- iii) Recreational uses
- iv) Landscape irrigation
- v) Groundwater recharge projects
- b. Apply water conservation and water reuse (reclamation) measures which are consistent with policies/regulations on water quality.

WW-9 Because long-term local or regional area-wide commitments to wastewater collection and treatment services are necessary for the orderly development of urban areas, the County shall:

- a. Include wastewater collection and treatment facilities as one of the required services in the Improvement Level (IL) system which is part of the General Plan and as designated on the Infrastructure Overlay Maps.
- b. Support the local wastewater/sewering authority in implementing wastewater collection and treatment facilities when and where required by the appropriate Regional Water Quality Control Board and County DEHS.
- c. In the IVDA Area, permit the construction of a new WTP or connection to existing and/or proposed wastewater collection and treatment facilities rather than connection to nearby city wastewater collection and treatment facilities.

WW-10 Because cooperation with the appropriate RWQCBs and local wastewater/sewering authorities is necessary to implement their requirements for new development utilizing subsurface disposal systems, the County shall act in accordance with Memorandums of Understanding with the appropriate regional or local authorities. However, in the IVDA Area, the County will not do so because of the need to encourage timely development, eliminate blight, promote retention and addition of employment opportunities and achieve County's regional goals for planning and development in this unincorporated redevelopment area and surrounding areas.

Number and
locations of
wastewater
agencies in
the County
as of 1989



2. Solid Waste Management

Graphic

Solid waste disposal is becoming a critical and often emotional concern for County residents. Approximately 3 million tons of solid waste are generated each year in San Bernardino County. The vast majority of this waste is disposed of at various **sanitary landfills** throughout the County. The County **Solid Waste Management** Department operates 26 waste disposal sites, and there are approximately 50 non-County disposal facilities. A major concern is that current projections of estimated life expectancy of Valley **landfills** indicate that they will be reaching capacity by the mid 1990's. Countywide, there is ample landfill capacity, but most sites are located in the Desert areas which are distant from most urban areas. In addition, desert residents and their representatives have voiced their opposition to the desert becoming a 'dumping ground' for waste generated in other areas.

The County is currently revising its Solid Waste Management Plan (CoSWMP) and, when completed in 1989/90, it will be consistent with but not a part of the General Plan. It will establish an integrated approach to solid waste management utilizing a variety of processes including source reduction, **recycling**, landfilling, **composting** and **resource recovery**. The current CoSWMP, adopted in 1986, is the primary planning document for solid waste management. State law requires that solid waste management plans be consistent with the General Plan and be updated every three years. Solid waste management policies in the General Plan are based on the current CoSWMP update effort; these policies will be revised as necessary to ensure consistency between the two documents. The CoSWMP is not a part of the General Plan.

Some concerns confronting the County are: a State-mandated recycling program, waste-to-energy resource recovery and associated air quality issues, future landfill locations, and specific problem wastes such as tires, dairy wastes, shredded automobile plastic and vinyl (fluff) and sewage **sludge**. The public's opposition to new or expanded facilities will add to the complexity of long term solutions. A major issue to be faced in the relatively near future is to find additional landfill capacity or acceptable methods of management for the Valley area.

Activity at
the Miliken
Landfill;
Ontario

Photo

Solid waste disposal practices have significant land use implications. Landfill and specialized waste disposal sites are not compatible with many other land uses. Urban growth has increased the need for waste management and disposal sites, while suitable areas for waste management facilities have diminished. With rising costs of waste disposal and increased value of recoverable materials, there has been renewed

interest in waste recycling and resource recovery. However, environmental and social constraints have blocked widespread development of resource recovery programs in the County. Because of rapid urban growth and the subsequent shrinking of existing landfill capacity, there is a need to establish an integrated solid waste management approach to waste disposal. In addition to the expected refuse generated by urban development, the presence of a concentrated dairy industry in the West Valley creates a unique solid waste management challenge. Dairy wastes generated by approximately 156,000 cows equals the volume of solid waste produced by a city of one million people on a daily basis. New methods for disposal or alternative uses for dairy wastes must continue to be explored.

In the Mountain area, special considerations are necessary as escalating population and visitor levels present serious problems in solid waste management. One such unique urban related waste problem is the annual cleanup of leaves. These bulky wastes can consume a significant amount of landfill space and represent up to 35% of the waste stream in certain seasons.

Because of its mostly undeveloped expanse, the Desert area is viewed by many as an ideal location for the disposal of solid and hazardous waste materials. In order to conserve the fragile desert environment and accommodate the needs of waste disposal, management practices must take into account the desires of Desert area residents.

The location of existing waste disposal sites are shown on the General Plan Infrastructure/Improvement Level (IL) Maps; these include both the County-operated sites and non-County sites. Inactive and closed waste disposal sites are also shown. Future waste disposal sites will be shown when proposals go through the necessary preliminary investigation procedures as implemented by the Departments of Environmental Health Services and Solid Waste Management. Listed below are the waste disposal sites on the above mentioned maps. (For further information see the Solid Waste Management section of the Background Appendix and the CoSWMP).

Waste Disposal Sites

County Operated Nonhazardous (Class III) Sanitary Landfill Facilities:

1. Adelanto (inactive)
2. Apple Valley
3. Baker
4. Barstow
5. Big Bear
6. Cajon, S.B. (inactive)
7. Colton
8. Daggett (inactive)
9. Fontana

10. Heaps Peak (inactive-transfer station operational)
11. Hesperia
12. Joshua Tree (inactive)
13. Landers
14. Lenwood-Hinkley
15. Lucerne Valley
16. Milliken
17. Morongo Valley
18. Newberry
19. Parker Dam
20. Phelan
21. San Timoteo
22. Trona-Argus
23. Twentynine Palms
24. Victorville
25. Yermo
26. Yucaipa (inactive)
27. Duncan Canyon (future candidate site)
28. Cleghorn Canyon (future candidate site)

Non-County Disposal Facilities (Class III unless indicated as unclassified)

1. Agua Mansa Landfill, Rialto
2. Black Meadow Landing Resort (closed)
3. Cal-Trans/Essex Disposal Site (closed)
4. Cal-Trans/Halloran Rest Area, Interstate 15 (closed)
5. Cal-Trans/Mountain Pass Disposal Site, Interstate 15 (closed)
6. Cal-Trans/Wheaton Rest Area Disposal Site, Interstate 15 (closed)
7. California Portland Cement/Baxter
8. California Portland Cement/Colton
9. California Portland Cement/Superior Site
10. China Lake Naval Weapons Center/E.O.D. #1 Disposal Site
11. City of Needles Landfill
12. City of Rialto Landfill
13. City of Redlands/California Street Landfill
14. City of Barstow/Brine Spreading Area (closed)
15. Conrock Claremont Disposal Site, Unclassified
16. Fort Irwin Road Solid Waste, Barstow
17. Fort Irwin National Training Center Landfill
18. Goldstone Disposal Site
19. Holliday Sanitary Landfill, Rialto
20. Hubbs' West Seventh Street Disposal Site, San Bernardino
21. Iron Mountain Pumping Plant Disposal Site
22. Kaiser Steel Corp., Fontana, Unclassified
23. Kaiser/Gypsum Cushenberry, Lucerne Valley
24. Kaiser/Gypsum Ground Raw Materials, Lucerne Valley

25. Kaiser/Gypsum Dust Dump, Lucerne Valley
26. Kaiser/Gypsum Marble Canyon, Lucerne Valley
27. Kaiser/Gypsum Stripping Tailings, Lucerne Valley
28. Laird Construction Co., Montclair
29. Ludlow Solid Waste Disposal
30. Montecito Memorial Park, Colton
31. Munitions Residue Disposal Site, George AFB
32. Oro Grande/Alkali Dust Disposal Site
33. Oro Grande/Mack's Peak Waste Disposal Site, Unclassified
34. Oro Grande Original Canyon Quarry Waste Dump, Unclassified
35. Oro Grande Sanitary Landfill
36. Oro Grande Shay/Klondike Waste Disposal #1
37. Oro Grande Shay/Klondike Waste Disposal #2, Unclassified
38. Oro Grande Sparkuhle Disposal #1, Unclassified
39. Oro Grande Sparkuhle Disposal #2, Unclassified
40. Oro Grande Sparkuhle Disposal #3, Unclassified
41. Pfizer, Lucerne Valley Disposal Site
42. Pfizer, Victorville Disposal Site
43. Scheerer Quarry Waste Site #1, Victor Valley area, Unclassified
44. Scheerer Quarry Industrial Waste Site #2, Victor Valley area, Unclassified
45. Scheerer Quarry Industrial Waste Site #3, Victor Valley area, Unclassified
46. Livingston-Graham, Redlands
47. Upland Landfill (closed)
48. Upland Rock Plant/Reclamation Fill, Unclassified
49. U.S. Marine Corps Disposal Site, Twentynine Palms
50. U.S. Marine Corps Disposal Site, Yermo Activity
51. Western Refuse Transfer Station, Chino
52. Kaiser Steel Resources/Burrtec Waste Industries, Inc. material recovery facility and solid waste transfer station, Fontana.
53. Argus Ash Disposal Site, Trona.

Goals

D-9 *A safe, efficient, economical and integrated solid waste management system that considers:*

- *Agricultural, residential, commercial and industrial waste issues.*
- *The unique relationship of disposal issues and the conservation of the Mountain and Desert area's natural resources.*

D-10 *An integrated and balanced approach to solid waste management utilizing a variety of feasible processes, including source reduction, transfer, recycling, landfilling, composting and resource recovery.*

- D-11** *Maximize the use of existing sanitary landfills through expansions and consider the reopening of inactive landfills where there is useful capacity remaining.*
- D-12** *Protect the viability of waste disposal sites from encroaching incompatible land uses.*
- D-13** *A regional approach to solid waste management which coordinates with agencies at State level including the California Waste Management Board, counties and cities within the Southern California region and any other interested agencies or persons in the public or private sectors.*

Policies/Actions

- SW-1** Because integrated and balanced methods and techniques are preferred for the management of solid wastes, the County shall:
- a. Develop and implement integrated solid waste management policies and practices for current and future disposal needs in the County Solid Waste Management Plan (CoSWMP) which minimize adverse impacts on surrounding natural resources.
 - b. Operate solid waste disposal facilities in a manner which takes precautionary measures against ground and surface water pollution.
 - c. Assist Board-governed and independent Special Districts or other non-County agencies involved in solid waste disposal to minimize adverse impacts on surrounding natural resources.
- SW-2** Because local environmental, social and economic impacts and needs should be considered in regional solid waste management planning and practice, the County shall:
- a. Participate in regional solid waste management studies.
 - b. Seek public involvement in the development of regional solid waste management recommendations.
 - c. Develop recommendations which have the least environmental, social and economic impacts.
 - d. Encourage coordination with the cities and other affected agencies in seeking additional disposal capacity.

- e. Consider utilizing closed landfill sites for public uses such as waste management or recycling facilities, park, recreation, or open space areas where feasible.

SW-3 Because the approval and siting of new sanitary landfills is a lengthy and costly process, the County shall extend the life of existing landfills to the maximum extent possible through the following measures:

- a. Develop and implement methods to reduce the amount of wood and yard wastes being landfilled.
- b. Assist the private sector wherever possible in developing methods for the reuse of **inert** materials (concrete, asphalt and other building material wastes) which currently use valuable landfill space.
- c. Source reduction and recycling to minimize waste at the point of manufacture or use.
- d. The establishment of recycling programs, including those for household hazardous waste.
- e. Waste-to-energy resource recovery projects where adverse environmental effects can be minimized.
- f. Expansion of existing landfills and the reopening of inactive landfills when feasible.
- g. Limit or restrict incompatible land uses which may encroach upon waste disposal facilities.

SW-4 Because the protection of public health and safety requires the ongoing assessment of both existing and closed waste disposal sites, the County shall develop a program to map the precise location of all waste sites (existing, inactive and closed) on the County's automated mapping system and create a database with information on air, soil and water contamination and the type of wastes disposed of at each site as part of the Master Environmental Assessment.

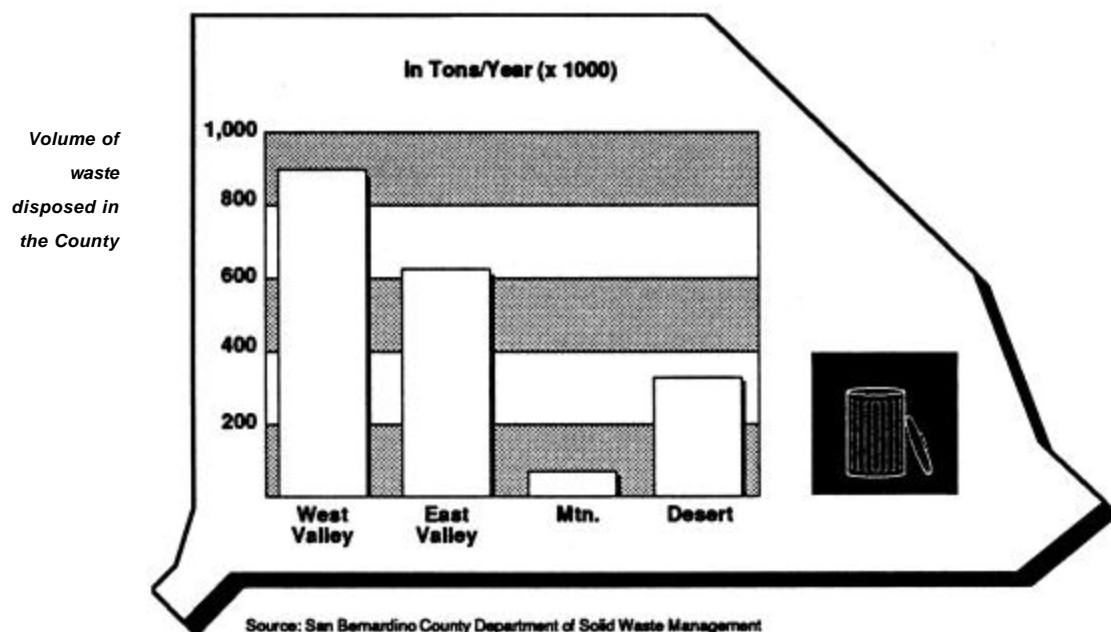
SW-5 Because the recovery of recyclable materials and energy from solid wastes is an essential element in an integrated solid waste management program, the County shall:

- a. Seek Federal and State funds for projects utilizing resource and material recovery processes.
- b. Participate in resource and material recovery studies.

- c. Assist private sector industry to increase resource and material recovery from solid wastes.
- d. Continue recycling operations at County landfills; expand recycling operations to other landfills or resource recovery facilities.

SW-6 Because the safe disposal and/or utilization of dairy wastes and sewage sludge is crucial to the protection of ground and surface water quality, the County shall:

- a. Explore new practices for disposal and utilization of dairy wastes and sludge.
- b. Assist wherever possible in the development of new markets for dairy wastes and sludge, including but not limited to:
 - i) Expanded commercial applications.
 - ii) Conversion to natural gas.
 - iii) Combining with **biodegradable** wastes forming compost and related agricultural products.
 - iv) Cooperation and coordination with other agencies and jurisdictions, including wastewater agencies, in efforts to explore the feasibility of simultaneous dairy waste and sludge disposal.
- c. Establish a program for the management of sludge as stated in the Wastewater Policies/Actions section of the General Plan.



3. Transportation/Circulation

Graphic

San Bernardino County has a transportation system which is intended to satisfy the needs of a population that has a lifestyle typified by a high degree of mobility. The demand for movement of people and goods is met by both private and public means. The County is not directly responsible for the planning and implementation of all of the various transportation facilities but is affected by and cooperates with the various federal, state, regional and local agencies, including: Federal Highway Administration (FHWA), State of California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG, which acts as the County Transportation Commission), San Bernardino County Department of Transportation/Flood Control and various municipalities. The County routinely interacts with agencies that develop freeways and provide transit service in order to assist and support them in their planning and implementation efforts.

*Airplane on
its final
approach to
Ontario
International
Airport;
Ontario*

The vast majority of trips in the County are made by automobile, using the extensive network of freeways and arterial highways. Transit service is also an increasingly important mode of transportation in the urban areas of the County. The current transportation conditions are directly related to a combination of economic events and social changes that have occurred over the past 10 to 20 years. The County has grown from a collection of small cities and unincorporated communities with an agrarian economic base to an area with various centers of economic activity and a large and affluent population. The rapid growth in employment and population has increased the number of trips made on the freeway and **arterial** highway systems. This intense travel demand has reduced **levels of service** on significant portions of the system, causing severe congestion and low travel speeds during peak hours in the rapidly developing Valley and Mountain areas and also in the Victor Valley area of the Desert.

Photo

One of the most visible effects of rapid growth has been on the circulation system. The ability to move on streets and highways is projected by regional planning agencies and Caltrans to get substantially worse as more traffic is generated and the ability to finance needed improvements is uncertain. While additional facilities are needed, the majority of funding for roads and highways is now being spent on maintenance. Freeways and highways in the San Bernardino Valley and Victor Valley areas have been identified by various traffic studies as having declining levels of service. Traffic analysis and transportation planning is made especially difficult considering the number of agencies and jurisdictional fragmentation in the County.

There are approximately 3,620 miles of County maintained roads in County unincorporated areas, of which approximately 2,930 are paved. In addition, there are hundreds of miles of State highways and freeways. While building or widening of roads continues, other methods of addressing circulation problems can involve: job/housing balance strategies, increased use of public transit, ridesharing and carpooling, improved traffic management, restricting curb cuts on major highways, and acquiring adequate access and right-of-way dedications through the subdivision and project approval process utilizing the predesignation of future corridors on the General Plan Circulation Maps.

Within the County's Valley area transportation is based largely on the automobile. A significant proportion of residents commute daily into Los Angeles and Orange Counties by automobile; SCAG forecasts substantial increases in home-to-work trips from San Bernardino County to Los Angeles and Orange Counties from 1984 to 2010. Except for ride-sharing and bus services, there are presently no viable transportation alternatives. Similarly, residents of both Orange and Los Angeles Counties frequently travel to the Valley for recreational events, leisure activities or to use Ontario Airport. The widespread dependence on the automobile contributes to congestion and air pollution and, in times of energy shortages, could seriously restrict mobility.

Consequently, it is important that design and construction of roadways in the numerous Valley cities and unincorporated communities are linked to form a coordinated and integrated Valleywide transportation system. This is particularly critical in avoiding circumstances where some roadways are congested and others are underused. It is also critical to maintain close ties with local streets, State highways and freeways to avoid premature decisions on land use commitments. Although public transit is now available in most areas of the Valley, continued analysis of routes and schedules is essential to achieve maximum efficiency and utilization from the large capital investment.

The County's Mountain region is served by a limited number of roads which climb steeply and curve sharply over a difficult landscape. Engineering and construction of new roads or improvements of existing roads can be very costly and time consuming. In several Mountain communities the existing roadways are already severely overcrowded and deteriorated by local and tourist traffic. In many cases populated areas are served by local roads without all-weather surfacing which may impair emergency vehicle access or escape routes during emergencies. Severe winter conditions can damage and slow traffic on State and County-maintained road systems. Because of the increased number and intensity of recreational, residential and commercial development planned for the Mountains, existing roadways will be even more severely burdened in the future. Furthermore, the steep terrain and physical environment of the Mountains make it difficult or impractical to build new roads or widen existing roads.

*Trains at the
Southern
Pacific
computerized
rail yard;
Colton*

Unlike urban areas where roads crisscross the land, the majority of the County's Desert region, because of its vast size and scattered pattern of ownership and development, has a limited number of access roads. Because of this limited access (no legal right-of-way), many Desert landowners cannot reach their

Photo

property without trespassing. The problem of approved access has plagued the Desert region for some time. But, by carefully selecting the location of new roads and maintaining a narrow definition of approved access, the County can protect areas of unique scenic, wildlife and vegetative habitats as well as deter premature subdivision of land which could require costly County services. The quality of public and private roads found in the desert varies immensely. Surfaces range from asphalt and concrete to gravel and dirt. As a consequence, the standards for new roads added to the County system must be high in order to assure that maintenance is low. Here, as in other regions, transportation improvements must be planned and phased with development and land use plans.

The basic function of the routes on the Transportation/Circulation maps is to indicate major transportation corridors, both existing and proposed, as they relate to each other and to planned land use districts and health and safety features. They also serve as a guide to offers of dedication and improvements to rights-of-way, either in advance of need or as development occurs. Rail facilities and passenger stations (Amtrak), airports, bus terminals and Park-and-Ride facilities are also delineated.

In addition to the extensive network of highways, the County is also served by air, rail and bus transportation. Ontario International Airport, in the County's West Valley, is one of the fastest growing airports in the U.S. It provides relief for other Los Angeles area airports from some of the overall demand. The San Bernardino County Airports Department operates seven airports throughout the County (Chino, Barstow, Apple Valley, Twentynine Palms, Needles, Baker and Trona). There are also numerous other airports in the County which are operated by cities, the Department of Defense (military airports) and privately owned and operated facilities. The Transportation/ Circulation maps indicate public use airports.

The County has an extensive rail network, which is operated entirely by the private sector. Three major transcontinental rail companies provide freight service (Santa Fe, Union Pacific and Southern Pacific). The rail yards in Colton and Barstow rank among the most advanced in the nation. Limited passenger service is provided by Amtrak; however, there is no commuter rail service. Amtrak stations are located in San Bernardino, Barstow and Needles with two eastbound and two westbound

trains daily, i.e. the Southwest Chief and the Desert Wind which provide transcontinental service between Los Angeles and the east coast. A new Amtrak station is proposed in Victorville. The feasibility of commuter rail on existing railroad rights-of-way is being studied by SCAG. This transportation mode will become increasingly important in solving Southern California's mobility problems in the future. Rail lines and Amtrak stations are shown on the Transportation/ Circulation maps.

Regional and interstate bus services are provided by Greyhound-Trailways, a private sector company, with terminals in the cities of San Bernardino, Victorville, Barstow and Needles. Another private bus company, Desert Stage Lines, operates a daily service from a terminal in Twentynine Palms to Palm Springs.

Bicycle transportation is emerging as an increasingly important mode of travel, for both transportation and recreation purposes. At present there are 70 miles of bikeways in the County. Most of this is accounted for by the 51-mile bikeway along the California Aqueduct from the Los Angeles County line to Lake Silverwood. The development of a County bikeway plan is being actively pursued.

Pedestrian facilities form an integral part of the overall transportation network. Safe pedestrian facilities are needed to minimize the number and severity of traffic accidents involving pedestrians. Pedestrians are slow and fragile as compared to motor vehicles; a collision between a vehicle and a pedestrian almost inevitably results in at least an injury, often a fatality. The pedestrian population includes many persons who are not familiar with traffic laws (one does not need to pass an examination to become a pedestrian), as well as lame, deaf, blind or wheel-chair restricted persons; they may either take actions likely to result in accidents or may be unable to avoid them.

Public transit is provided by a number of operators and systems throughout the County. At present, there are no bus lanes or busways for bus transit in the County. In the Valley region, Omnitrans is the principal provider of public transportation services and serves thirteen cities and the unincorporated areas of Bloomington, Chino Hills, Mentone and Yucaipa. Omnitrans provides fixed route bus services, dial-a-ride service (similar to taxi service) and dial-a-lift service with specially equipped vans for the handicapped. The Mountain and Desert regions are served by the following transit systems:

- Adelanto Dial-A-Ride
- Barstow City Dial-A-Ride
- Barstow County Dial-A-Ride
- Big Bear Dial-A-Ride
- Big Bear Elderly and Handicapped Dial-A-Ride
- Crestline/Lake Arrowhead Transit Service
- Desert Area Rapid Transit

- Roadrunner Transit Service
- Needles Elderly and Handicapped Dial-A-Ride
- Victorville Fixed Route
- Victor Valley Elderly and Handicapped Dial-A-Ride

Many truck cargo carriers entering or leaving southern California pass through San Bernardino County. Interstate Highways 10, 15 and 40 all traverse the County. Because of this highway transportation network the County has become a center for interstate trucking firms. There are currently ten major truck terminals for freight consolidation and transfer located in San Bernardino County. Additionally, there are over 80 contract and independent trucking firms which also handle containers.

Recently, State Route 71 in the Chino Hills Specific Plan area was designated by the County Board of Supervisors as an official truck route. At present this is the only highway designated as a truck route in the unincorporated County area.

The Transportation/Circulation maps utilize a computerized mapping system developed by the Land Management Department's Data Systems Section. The hierarchy of roads and highways is shown in tabular form (Policy TC-1) in this section. Road designations on the maps indicate the ultimate planned road facility. A road shown as "existing" will indicate that there is an existing road on the ground, however, the existing road may not necessarily be built to its ultimate width. A road shown as "proposed" will indicate that there is no road on the ground at present. Collector and local streets are not shown on the maps as they are not considered "major thoroughfares" which are required by State law in a General Plan Circulation Element; these lesser roads are indicated on separate maps in the Land Management Department and the Transportation/Flood Control Department and are not a part of the General Plan.

The circulation maps show seven basic categories of facilities:

- Freeways
- Major Arterial Highways
- Major Divided Highways
- Major Highways
- Secondary Highways
- Controlled/Limited Access Collectors
- State Highways with special standards or conditions which do not fit into previous categories.

These are broad classifications reflecting certain functional and technical differences. Freeways are distinct from other highway categories because they are physically separated by bridges and underpasses from other roadways, thereby providing uninterrupted movement. Major and Secondary highways are generally surface streets which intersect, so through-movement is interrupted and traffic must be regulated by signals and signs. Major highways are depicted as Major Arterials, Major Divideds and standard Majors. Major Arterials will have six moving lanes of

Junction of
the San
Bernardino
and Devore
Freeways;
Ontario

traffic; Major Divideds and Majors will typically have four lanes. Secondary highways are also arterial routes and usually only have four lanes of moving traffic. Controlled/Limited Access Collectors vary from standard collectors as parking and access from individual residences are prohibited in order to efficiently accommodate traffic flows approaching the capabilities of a secondary highway. Closely linked to these highway facilities are the various rail, airport, bus, bicycle, pedestrian and Park-and-Ride facilities.

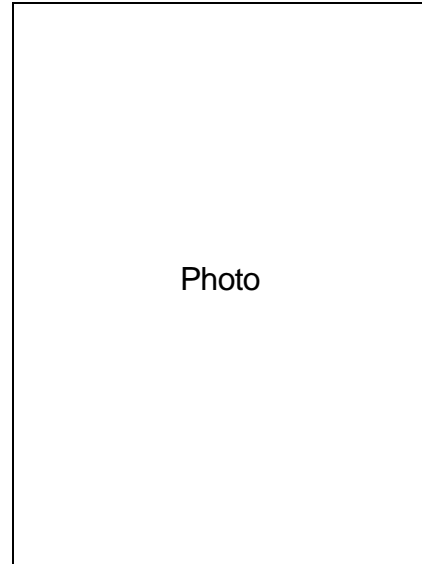
The Major Arterial Highway, Major Divided Highway, Major Highway, Secondary Highway and Controlled/Limited Access Collector designations generally apply only in the Valley and Desert areas of the County; in some cases these highways are utilized within the Mountain areas of the San Bernardino National Forest, as in the case of State Highway 138. The Mountain Major Highway and Mountain Secondary Highway designations apply only within the National Forest boundaries of the San Bernardino and San Gabriel Mountains. Freeways and State Highways with special standards or conditions can apply anywhere.

Improvement standards for these facilities are set by the County Department of Transportation in unincorporated areas and by each city within its own boundaries. Right-of-way and roadway widths vary from the rest of the County in Mountain area, and standard urban curb and sidewalk improvements do not apply in rural areas. Hazard areas may also require special standards. Many of the circulation routes on the regional map reflect several decades of planning. Routes may be reclassified, added or deleted as new information arises through the General Plan amendment process.

A well-coordinated regional approach and adequate funding is required for regional agencies to analyze and maintain adequate levels of service correlated with future growth and land use and the implementation of transportation system improvements. Further detailed traffic analysis modeling and coordination with State, regional and local agencies is required in order to identify and prioritize needed improvements. (For further information see the Transportation/Circulation section of the Background Appendix).

Goals

D-14 *A transportation system which moves people and goods safely and efficiently for current and future development needs.*



D-15 *A balance between different types of transportation.*

D-16 *Reduce dependency on the automobile and promote the use of public transit and the development of bicycle and pedestrian corridors that provide alternate transportation routes; increase average ridership when the automobile is utilized.*

D-17 *Provide for the development of regional transportation facilities in coordination with cities, regional, State and Federal agencies. This may include the development of fees, assessments or alternative funding measures.*

D-18 *Provide for and maintain a system of public general aviation airports.*

D-19 *Ensure the provision of adequate transportation facilities to support planned land uses.*

D-20 *Plan and develop the transportation system in an orderly sequence.*

D-21 *Design road standards and maintain major thoroughfares to complement the surrounding environment appropriate to each geographic region.*

D-22 *Prepare coordinated financial plans to upgrade the transportation system.*

D-23 *Use transportation rights-of-way for multiple transportation modes including recreation where feasible; allow abandonment of transportation rights-of-way only when it is clearly demonstrated that it is not feasible to use the land for transportation and recreation needs; preserve rights-of-way for future possible uses in the long term.*

D-24 *Ensure adequate access for emergency evacuation and for emergency vehicles in the event of wildland fires and other natural disasters.*

D-25 *Coordinate the location and scheduling of public transit services and facilities; support the establishment and maintenance of public transit between major air terminals within the region.*

D-26 *Support the development of a State freeway system which meets the needs of the County.*

D-27 *Upgrade non-all-weather County roads to all-weather status where practical and cost-effective.*

D-28 Ensure appropriate **legal and physical access** to land prior to approving land divisions or new development.

D-29 Strive to achieve Level of Service C on all highways and intersections.

D-30 Support the development of commuter rail services and coordinate with public transportation systems along rail corridors for each community served.

Policies/Actions

TC-1 Because it is an objective to achieve and maintain Level of Service C on all highways and intersections, and because level of service is affected by design standards, the County shall:

- a. Implement appropriate design standards for all types of highways as shown in Figure II-13.

Figure II-13
Highway Design Standards

HIGHWAY DESIGNATION	NUMBER OF LANES	RIGHT-OF-WAY WIDTH	CURB-TO-CURB SEPARATION
Freeway	Variable (per Caltrans)	Variable (per Caltrans)	Variable (per Caltrans)
Major Arterial Highway	6	120' minimum	104'
Major Divided Highway	4	120'	94'
Major Highway	4	104' minimum	80'
Secondary Highway	4	88'	64'
Controlled/Limited Access Collector	2	66'	44'
Mountain Major Highway	4	80'	64'
Mountain Secondary Highway	2	60'	44'
State Highway (special standards/conditions)	Variable (per Caltrans)	Variable (per Caltrans)	Variable (per Caltrans)
Collector Street	2	66'	44'
Local Street	2	60'	36'
Mountain Collector	2	50'	—
Mountain Local	2	40'	—
Note- For additional details of the above-listed highways, refer to the San Bernardino County Standards and Specifications Manual. Collector and Local streets are not shown on the General Plan Transportation/Circulation Maps			

- b. Develop and adopt County "Road Planning and Design Standards" as a design manual which will apply to and regulate all road and drainage improvements to be dedicated to the County.
- c. Protect and increase the designed vehicular capacity of all vehicular thoroughfares and highways by implementing the following:
 - i) Use current and develop new innovative traffic engineering practices to increase roadway capacity and safety such as:
 - The use of a raised median on Major Arterial highways in urban areas.
 - Limiting access to all categories of Major and Secondary Highways and Controlled/Limited Access Collectors from intersecting streets; direct access from abutting properties shall be allowed only where no reasonable alternatives exist.
 - Obtaining additional right-of-way to accommodate right and left turn lanes at major intersections.
 - The development of special urban interchanges utilizing flyovers in areas requiring highflow arterial highways.
 - Signal synchronization.
 - The establishment of no-parking zones.
 - Limiting peak hour turning movements.
 - The blocking or dead-ending of existing access roads to main highways.
 - The establishment of one way streets.
 - Limiting truck traffic on certain roads and at specified hours.
 - Requiring all development proposals adjacent to all categories of Major and Secondary Highways and Controlled/Limited Access Collectors to be designed so that direct access from the private property to the roadway will not be needed.

- Controlling lot size frontage to limit access.
 - Developing minimum separation distances between access points.
 - Restricting access along all roads intersecting Major and Secondary Highways for a distance of 600 feet from the centerline of said Highways to the maximum extent possible.
- ii) The spacing of highways in Valley and Desert planning areas shall be limited to:
 - 1/2 mile intervals for Major highways.
 - 1/4 mile intervals for Secondary highways and Controlled/Limited Access Collectors as defined in the "Road Planning and Design Standards" manual referenced in TC-1b, when adopted.
- iii) On Controlled/Limited Access Collectors and all categories of Major and Secondary Highways, no direct access shall be permitted from the driveways of individual residences. To ensure this, access rights shall be dedicated to the County as development occurs through conditions of approval.
- d. Provide collector roads and local roads with appropriate design standards from the County Transportation/ Flood Control Department.
- e. Assist in the development and implementation of the following for the State highway system:
 - i) A plan for maximum potential build-out for both conventional highways and future corridors.
 - ii) A program that protects right-of-way according to the Caltrans Route Concept, especially for future corridors.
 - iii) A minimum fifteen (15) foot building setback shall be provided beyond the State's right-of-way. A twenty-five (25) foot setback will generally be required.
 - iv) Prohibit lots within new subdivisions from having direct vehicular access to State highways. On existing parcels the use of driveways on State right-of-way shall be minimized by limiting the number of driveways, or requiring the sharing of driveways, or requiring corner lots with minimal highway

frontage to have access to local roads and not to a State highway.

- v) All future development adjacent to a State highway shall provide a left turn lane with appropriate tapers where there is an identified need in the interest of traffic safety.
- vi) All 2-lane State highways with average daily traffic (ADT) counts between 1500 and 3000 shall generally have an eight (8) foot shoulder and those with ADT counts over 3000 shall generally have a ten (10) foot shoulder of a design acceptable to Caltrans.
- vii) All State routes should have pedestrian crossings at major intersections in accordance with Caltrans standards.
- viii) Control access on State highways to achieve a one-half mile interval for connecting cross streets.
- ix) Preserve and perpetuate the current drainage patterns as they relate to the State highways.

TC-2 Because a balanced transportation system must be established in order to maximize the efficiency of the highway network and further develop other transportation modes, the County shall:

- a. Require safe and efficient pedestrian facilities in residential, commercial, industrial and institutional developments, including schools, to facilitate access to public and private facilities and to reduce vehicular trips.
- b. Require ramps and other design features for the handicapped in new urban areas and, where practical, in existing urban areas, which comply with Federal and State regulations regarding transportation accessibility for the disabled.
- c. Develop a County bikeway plan.
- d. Provide opportunities for rail and truck loading/unloading and break-bulk facilities through the Official Land Use designations of the General Plan.

- e. Prepare a long-range general aviation plan for the County and, in cooperation with the Airport Land Use Commission, develop land use plans for areas surrounding all airports to:
 - i) Permit development only in accordance with approved airport land use plans.
 - ii) Review new developments in terms of conflicts between the proposed use and the airport needs.
- f. Establish programs and standards that will reduce the use of and dependency upon the automobile, reduce vehicle miles traveled and maximize the use of existing facilities through:
 - i) Incentive programs for the use of alternative transportation modes, such as County sponsored van pools and other measures such as flexible working hours and four-day work weeks.
 - ii) Land use patterns in new development that minimize the number of automobile trips by providing neighborhood shopping facilities and pedestrian and bicycle paths.
 - iii) The design and implementation of land uses, development standards and capital improvement programs which maximize the use of public transit.
 - iv) Work with regional agencies (SCAG, Caltrans, SANBAG, Commuter Computer) to develop ridesharing programs and public transit.
 - v) Designate existing Park-and-Ride facilities on the General Plan Circulation Maps; work with Caltrans to identify appropriate future Park-and-Ride facilities and develop a program to acquire and develop sites for such facilities in areas where there is an identified need.

TC-3 Because there must be correlation between land use and the transportation/circulation system pursuant to Government Code Section 65302(b), the County shall:

- a. Consider the ability of existing roads to handle projected traffic increases in the review of new development proposals. If Level of Service C cannot be maintained, require improvements that will work toward achieving and maintaining that standard.

- b. Require traffic studies as appropriate for development proposals that will have an impact on traffic circulation.
- c. Consider the accessibility requirements of each land use activity when determining its best location.
- d. Provide access and make improvements to the circulation system consistent with needs generated by land uses shown on the land use maps and specified by the Improvement Levels (IL) as shown on the Infrastructure Overlay maps.
- e. Require all proposed development (including both ministerial and discretionary review applications) to dedicate street rights-of-way and drainage consistent with the General Plan.

TC-4 Because there are diverse geographic areas and communities with widely ranging conditions, the County shall:

- a. Adopt and utilize road standards which are appropriate to geographic constraints and which complement the surrounding environment.
- b. Work with technical and professional associations, the cities and regional agencies to develop road standards which are compatible for city and County areas on a regional basis.

TC-5 Because transportation planning is both local and regional in nature, the County shall:

- a. Coordinate financial plans for transportation system improvements with other agencies and jurisdictions in the County.
- b. Jointly fund studies and improvements to the transportation system, as appropriate, with developers, cities and other public agencies.
- c. Actively work with Caltrans to develop traffic mitigation measures to deal with the impact of new development on State highway facilities (existing or proposed), as stated in the California Transportation Commission Resolution G-84-5, "Policy Guidelines For Funding Interchanges and Crossings."
- d. Apply for grant funding for transportation system improvements, as appropriate.
- e. Coordinate transportation system improvements with the adopted Capital Improvement Programs of the County and other agencies.

- f. Continue to participate in a Council of Governments (SANBAG) which acts as the transportation planning coordinator for all local agencies in San Bernardino County, and regularly attend meetings of SANBAG to discuss planning items of mutual concern.
- g. Integrate the transportation plans of SANBAG, which acts as the County Transportation Commission, with the County General Plan through the General Plan amendment/update process.
- h. Continue active participation in the regional Council of Governments (SCAG) for the Southern California region.
- i. Integrate the transportation plans of SCAG, including the Regional Mobility Plan, with the County General Plan through the General Plan amendment/update process.
- j. Identify long-range transportation corridors in conjunction with the plans of regional transportation agencies; develop a program to protect the right-of-way for long range corridors.

TC-6 Because the development approval process is dependent upon a balance between new development, transportation facilities and the timing of needed construction or improvement of transportation facilities, the County shall:

- a. Approve development proposals only when they are consistent with the County's objective of maintaining a Level of Service C on highways and intersections affected by the development.
- b. Actively work with local and regional transportation agencies to ensure transportation system improvements in locations where facilities are approaching or have exceeded capacity.
- c. Monitor, on a continual basis, and compile annual reports on the capacity and level of service of the County maintained road system.
- d. Develop and implement a systematic ongoing Countywide assessment of regional and local transportation facility needs and a traffic analysis system utilizing traffic modeling techniques based on maximum potential build-out, as defined in the General Plan, in conjunction with the County Transportation/Flood Control Department, SANBAG and the cities within the County.
- e. Manage future development so that sufficient levels of service and approved alternative transportation management systems are provided.

- f. Coordinate with local and regional transportation agencies and the cities to plan and construct new facilities on the basis of the County's adopted growth forecast.
- g. Ensure consistency of transportation facilities with the County's Capital Improvement Program.

TC-7 Because the use of transportation rights-of-way should be maximized, the County shall:

- a. Install bicycle lanes and sidewalks on existing and future roadways where appropriate.
- b. Work with other transportation agencies to seek alternative uses for rights-of-way when appropriate.

TC-8 Because State law requires the General Plan to address evacuation routes, as they relate to identified fire and geologic hazards, and the objective of ensuring public safety from natural hazards requires the maintenance of accessibility to populated areas during and after natural disasters, the following shall apply:

- a. Plan for projected emergency access needs in the annual review and approval of the County's Capital Improvement Program.
- b. The following roads and highways are designated potential evacuation routes:
 - i) In the Valley planning area of the County, the major routes out of the County are Interstates 10, 15 and 215, along with State Highways 30, 31, 60, 66, 71, and numerous major and secondary highways.
 - ii) For the Mountain planning area, potential major evacuation routes are State Highways 2, 18, 38, 138, 173 and 330, and Mount Baldy Road.
 - iii) In the Desert planning area, there are Interstates 15 and 40, U.S. 95 and 395 and State Highways 18, 58, 62, 127, 138, 178 and 247.
- c. The above listing of potential major evacuation routes is not meant to be a comprehensive evacuation plan. It merely indicates the major highways traversing the County, all of which are potential major evacuation routes should a disaster occur within the County. These routes are found on the circulation maps of the General Plan. In most cases, the San Bernardino County Sheriff's Department is in charge

of evacuation procedures. Specific evacuation routes will be designated during an emergency, as and when the need arises, in accordance with the evacuation procedures contained in the County Emergency Management Plan (which is not adopted as part of the General Plan). Earthquakes, major floods and fires may make certain routes impassable. Detours and rerouting of traffic will be designated by the appropriate agency following procedures set forth in the Emergency Management Plan.

- d. In addition to the above potential evacuation routes, Caltrans has identified a number of "Possible Evacuation Routes" in the Valley planning area. These roads have the least number of bridges and may be among the safest roads to travel in the event of a major earthquake:

West Valley Area

- San Bernardino Avenue/4th Street from Vineyard Avenue to Cherry Avenue.
- Valley Boulevard from Cherry Avenue to Mount Vernon Avenue.
- Etiwanda Avenue from San Bernardino Avenue to its northern extremity.
- Sierra Avenue from Foothill Boulevard to Riverside Avenue.
- Slover Avenue from Milliken to Pepper Street.

East Valley Area

- Cajon Boulevard from Devore to Highland Avenue.
- Mount Vernon Avenue from Highland Avenue to La Cadena Drive.
- La Cadena Drive from Mount Vernon Avenue to the Riverside County line.
- Barton Road from La Cadena Drive to Waterman Avenue.
- Waterman Avenue from Barton Road to Mill Street.
- Mill Street from Waterman Avenue to E Street.
- E Street from Mill Street to Kendall Drive.
- Kendall Drive from E Street to Palm Avenue
- Hospitality Lane from Waterman Avenue to Tippecanoe Avenue.
- Coulston Street from Tippecanoe Avenue to Mountain View Avenue.
- Lugonia Avenue from Mountain View Avenue to Orange Street.

- Redlands Boulevard from Waterman Avenue to Orange Street.
- e. Public roadways should be developed with a minimum of a 40-foot wide right-of-way in the Mountains and a 50-foot wide right-of-way in the Valley and Desert, both with a minimum 26-foot wide paved way of travel. For privately maintained roads the minimum should generally be no less than a 24-foot wide paving with no parking allowed, 30-foot wide paving with parking allowed on one side or a 36-foot wide paving with parking allowed on both sides.
- f. Ensure that development has adequate access for emergency evacuation and for emergency vehicles, in the event of wildland fires and other natural disasters, by applying the following:
 - i) Require compliance with the provisions of the access standards of the Fire Hazard Overlay District, the Subdivision Design and Improvement Standards of the County Development Code and, where applicable, Planned Unit and Planned Residential Development standards.
 - ii) Access for development projects shall be considered in conjunction with the location of active faults through the development review process. Access across faults shall be discouraged where point(s) of access can feasibly be located outside of fault areas.
 - iii) Through the provisions of the Fire Hazard Overlay District and the development review process, require projects to provide immediate vehicular access to the perimeter of structural development within projects adjacent and exposed to wildlands.
- g. In areas with predominant natural slopes greater than thirty percent (30%) and in canyon mouths and ridge saddles:
 - i) Access roads shall be the shortest length feasible.
 - ii) Grading for roads shall be the minimum necessary to provide adequate access.
 - iii) The applicable decision makers shall consider, in the review of proposed General Plan amendments or the development of specific plans, accessibility to the site(s) including the quality of existing or proposed roads which will provide access.

TC-9 Because public transit is a vital element in meeting transportation demands in urban areas, the County shall:

- a. Assist **Omnitrans** and other transit agencies in coordinating the location and scheduling of public transit services and facilities.
- b. Work with the cities, Omnitrans and other transit agencies to integrate local transit service routes and schedules into a linked, Valley-wide system throughout the Valley area.
- c. Urge the timely extension of public transit between residential areas and industrial/urban employment centers.
- d. Support the establishment of transportation services and public transit between Ontario Airport, Orange County Airport and Los Angeles International Airport.

TC-10 Because new development generates traffic which impacts the County's road system and causes costly improvements to be required, the County shall develop and adopt Local Area Transportation Facilities Plans, as appropriate, with transportation fee programs to provide a financing mechanism for facilities necessary to mitigate the impacts of new development.

TC-11 Because land use and transportation planning decisions are made based on the Circulation Element and Maps, it is essential to maintain this Element in an up-to-date form. To achieve this, the County Land Management Department and Transportation/Flood Control Department shall coordinate to maintain the Circulation Element text, policies and maps. Other responsibilities shall include:

- a. Coordination with the cities, Caltrans, SCAG and SANBAG on transportation/ circulation issues.
- b. Monitoring the cities' General Plan Circulation Elements for amendments, as the city areas are shown on the County circulation maps in recognition of the regional nature of transportation and circulation, and amending the County Transportation/Circulation maps to reflect current city designations.
- c. Monitoring the regional plans of Caltrans, SCAG and SANBAG to insure that the General Plan is consistent with those plans.

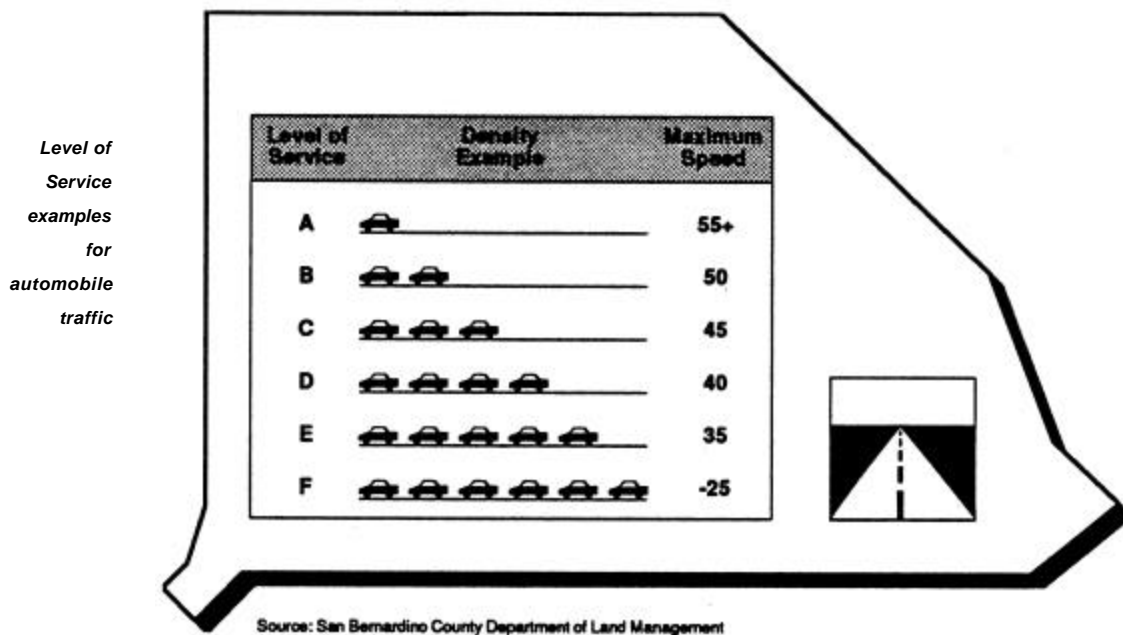
TC-12 Because basic minimum standards and requirements for roads and access improvements have been developed and applied to all new development, these are hereby incorporated into the General Plan as follows:

- a. Where a parcel of land is being divided through a minor subdivision procedure and a dedicated road or street right-of-way, railroad right-of-way or flood control right-of-way bisects the property, the lots shall be designed, wherever possible, to be on only one side of the right-of-way.
- b. Public road access is a requirement for all newly created lots. If that is not physically feasible, private road access may be granted only if circumstances warrant. Private road access requires a minimum 20 foot recorded easement for single lots (one house), 30 foot for multiple uses.
- c. Cul-de-sacs shall not exceed six hundred (600) feet in length, except as provided below and shall terminate with a turn-around as specified in adopted County Road Standards. Longer cul-de-sacs may be approved if it can be found that the cul-de-sac will not be injurious to the public health, safety and welfare.
- d. Road grades shall not exceed twelve percent (12%) unless it can be demonstrated that the objectives of the General Plan and the "Road Planning and Design Standards" design manual can be met.
- e. The subdivision and each phase thereof, shall have two (2) points of vehicular ingress and egress from existing and surrounding streets, one of which may be emergency only. Where it can be shown that this requirement is a physical impossibility or a cul-de-sac is proposed, this requirement may be waived. Additional restrictions may apply in fire hazard areas.
- f. The following shall apply regarding conformance with the General Plan:
 - i) If the General Plan designates a general location of a proposed highway and any portion thereof may be wholly or partially within any proposed subdivision or may be affected by a proposed subdivision, prior to the approval of the proposed subdivision, a specific alignment plan shall be prepared and adopted. Each such roadway shall conform in width and alignment with that shown or indicated on the General Plan or Specific Plan or any standards adopted pursuant thereto. As a condition of approval of said subdivision, the subdivider shall be required to make dedications and construct such reasonable improvements as required by the specific alignment plan. Such requirements may be waived upon recommendation of the County Transportation/Flood Control Department, if the proposed highway is located upon a section line or its precise alignment can be otherwise determined.

- ii) The circulation design of all subdivisions shall be compatible and coordinate with the General Plan and the existing street and land use pattern in the surrounding area.
- g. The following shall apply regarding access requirements:
 - i) Lots created by a subdivision of land shall abut upon a recorded dedicated public right-of-way, of a width as established by the County General Plan Circulation Element, County Master Plan of Highways or County Highway Right-of-Way road system by an approved access which connects a lot or lots to a maintained public street or state highway.
 - ii) The requirements for approved access to subdivisions having lot sizes of forty (40) gross acres or more may be waived when all of the following findings are made:
 - The applicant is or will be subject to severe hardship unless the waiver is approved.
 - There is an existing traveled roadway which has been in existence for at least five (5) years and which roadway is at least twenty (20) feet in width at all points.
 - The roadway has capability for normal passenger car use to each lot in the subdivision.
 - iii) Private road easements may be approved for access to each lot if it is determined that public street access cannot be provided due to certain title limitations or topographical conditions.
 - iv) Existing traveled roads, for which a Court has determined that an implied dedicated right-by-users exists for public use, shall be recognized as legal access to each lot of the subdivision.
- h. Regarding dedications, the subdivider may be required to dedicate land within the subdivision that is needed for:
 - i) Streets
 - ii) Access rights
 - iii) Alleys
 - iv) Drainage easements or Right-of-Way

- v) Flood control
- vi) Parks
- vii) Bike Paths
- viii) Public utility easements
- ix) Public access to recreational resources such as lakes, rivers, streams, etc.
- x) Other necessary public easements or dedications of land.

Such dedication may also be required offsite if deemed necessary to support the sound development of the subdivision.



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4. Energy/Telecommunications

Graphic

Southern California's rapid rate of growth has been accompanied by a tremendous increase in the demand for energy and **telecommunications**. This increased demand has resulted in a proliferation of centralized facilities and the various means of distribution, pipelines and facilities. Concurrent with the rise in demand for more energy and telecommunications has been the demand for more efficient production, distribution and use. In addition, new methods have led to analysis of land development practices and land use patterns.

San Bernardino County has become a major corridor for transmission lines and pipelines as well as the home for new power generation plants. Because energy and telecommunication facilities can have significant environmental impacts, the County must carefully weigh all costs against all benefits; because costs and benefits are measured in different terms and different value systems, this measurement of costs versus benefits will remain difficult and controversial.

Telecommunication facilities utilizing line-of-sight terminals and relay stations require prominent elevated sites, often atop scenic ridges or mountains. Major centralized energy generation plants currently consume vast quantities of land to distribute this energy over the large areas served. Transmission lines and pipeline corridors require an extensive commitment of ribbons of land. Because land and scenic views are a precious resource, decentralization of smaller energy generation plants and the multiple use of corridors and prominent sites should be encouraged.

The increasing cost of energy has stimulated technological research and development of alternative energy sources and efficient telecommunications systems. Use of **solar energy** for water and space heating is commercially feasible and its use for power generation is now a reality in several large projects in the Desert area of the County. Recent developments in the telecommunications industry have resulted in an increase in the number of companies and transmission facilities. Many companies are utilizing new, more efficient technology such as **fiber optics** in telecommunications.

The 210 foot
diameter
dish at
Goldstone
Deep Space
Communica-
tions Complex
receives
radio signals
from
spacecraft;
Fort Irwin

The reduced use of energy and the increased use of telecommunications facilities can help to achieve a desirable situation in terms of land use planning. Conservation and reduction of peak load electrical requirements are also means for reducing the demand for more facilities. A higher level of telecommunications use can reduce vehicle trips, transportation demands and office space requirements. No one governmental or private agency has total responsibility over energy and telecommunication development

Photo

and use, but the actions of any one agency could have important consequences for San Bernardino County. The County has no regulatory control over energy facility siting for projects of 50 megawatts or greater. The California Energy Commission has the responsibility for siting power plants and certain energy transmission lines. The Public Utilities Commission has the responsibility for other energy transmission lines and plays a role in telecommunications regulation. Telecommunications are also regulated by the Federal Communications Commission. Participation and coordination is essential if the County is to have a voice in decisions which significantly affect land use. By combining its ability to influence energy and telecommunications facility siting with its direct regulatory powers, the County can be assured of adequate facilities and minimal adverse environmental impacts.

The energy resources available to accomplish useful work are conservation, solar, **geothermal**, wind, **hydropower**, oil, gas and uranium. Conservation is a special energy resource because it is the prudent use of all natural and man-made resources. Conservation is considered all of the following:

- Reduced demand from lifestyle and technological changes
- Waste to energy conversion.
- Recycling
- **Cogeneration**
- Waste reduction from efficient building and equipment design standards, transportation habits and land use designs

The availability of each of these sources is dependent upon a variety of constraints. The most limiting factors are the physical potential energy contained within the resource and the cost to safely obtain the energy in usable forms. The knowledge of how these resources could be utilized for the best quality of life and minimal environmental effects is imperative. The sources and utilization locations will contribute to determination of the appropriate technological diversification necessary for wise long-term land use planning.

Goals

D-30 *Maximize the beneficial effects and minimize the adverse effects associated with the siting of major energy and telecommunications facilities.*

D-31 *Site energy facilities equitably within Southern California in order to minimize net energy use and consumption of natural resources.*

D-32 *Conserve energy and minimize peak load demands through the efficient production, distribution and use of energy.*

D-33 *Assist in efforts to develop alternative energy technologies which have minimum adverse effect on the environment.*

- D-34** *Minimize energy consumption attributable to transportation within the County.*
- D-35** *Maximize the use of telecommunications to reduce transportation and land use demands.*
- D-36** *Promote safe energy extraction, uses and systems to benefit local, regional and global environmental goals.*
- D-37** *Determine and implement long-term conservation management policies and standards which provide for protection of, access to and prudent development and utilization of energy resources.*
- D-38** *Establish communications networks to obtain resource data for decision makers, planning professionals, the general public and public interest groups.*

Policies/Actions

- ET-1** Because energy facilities should be sited in locations that minimize energy use and the consumption of natural resources, the County shall:
 - a. Adopt by this reference, as part of the General Plan, the following portions of the **Joint Utilities Management Plan (JUMP)**:
 - i) Siting criteria checklist.
 - ii) Siting analysis maps.
 - b. Utilize comparative analysis of net energy use with its impact as shown on the above-referenced JUMP siting analysis maps and the incremental use of natural resources (including air quality and water supply) when evaluating alternative sites for energy facilities.
- ET-2** Because the influx of applications for microwave towers crossing various jurisdictions in the Desert area has necessitated the cooperation of federal, state and local land management agencies in establishing permitting procedures for line-of-sight communications systems, the County shall:
 - a. Implement the Memorandum of Understanding between the California District of the Bureau of Land Management and the County of San Bernardino, approved by the Board of Supervisors on April 6, 1987, regarding evaluation of the siting of communication facilities.
 - b. Utilize the above referenced Memorandum of Understanding to:

- i) Confirm the current working relationship between the Bureau of Land Management and the County of San Bernardino, and establish mutually acceptable and equitable procedures for processing communication site applications.
- ii) Review and evaluate proposed communication systems as a whole, rather than on a site-by-site basis, based on the proposed use of public or private lands, and coordinate the review process between the affected land management agencies.

ET-3 Because the efficient production, distribution and routing of energy and telecommunications will maximize resources, the County shall:

- a. Actively participate in the formation of regional siting plans and policies such as:
 - i) Memorandums of Understanding with other affected agencies.
 - ii) The Joint Utilities Management Program.
- b. Consolidate pipeline and transmission line corridors by requiring proposed new facilities to locate in existing corridors to the maximum extent feasible. When new transmission facilities cannot be located within existing corridors, assist in investigating the feasibility of establishing corridors parallel to interstate freeways.
- c. Assist in the development of limited-life commercial feasibility demonstration projects, such as the "Solar One" project in Daggett, that test new energy resources or technologies.
- d. Assist in developing high efficiency power generation modes and transmission systems.

ET-4 Because information on energy resources locations, potential energy content and cost-benefit analyses is limited, research studies shall be completed for the Valley, Mountains and Desert areas. These studies shall be funded by grants from the California Energy Commission or other sources and shall be conducted by planning staff, private consultants, or a county energy research, planning and development team. Valuable resource locations which contain fossil fuels, hydropower, geothermal, wind or high solar insulation values shall be mapped and protected from incompatible land uses.

ET-5 Because it is beneficial to actively participate in all related matters that could influence the siting of energy and telecommunications facilities, the County shall:

- a. Designate a staff member to coordinate and expedite all County reviews of proposed energy facilities, carry out all energy/telecommunications programs referenced in the General Plan and coordinate with the Utilities Coordinator in the Transportation/Flood Control Department of San Bernardino County.
- b. Formally intervene in the siting procedures of the California Energy Commission, Public Utilities Commission and Federal Communications Commission, when authorized by the Board of Supervisors.
- c. Monitor Federal and State activity, including their review of proposed facilities, new legislation, new funding sources and technological advances in the energy and telecommunications fields.
- d. Develop a system to provide affected communities with detailed information of proposed facilities as early as possible.

ET-6 Because the use of new and innovative resources, technologies and design features in energy and telecommunications facilities can assist in maximizing resources and minimizing impacts, the County shall:

- a. Assist in analysis of feasibility and benefit of using new technologies during the siting procedure for proposed energy facilities.
- b. Require undergrounding of new and existing transmission lines when feasible.
- c. Assist in the development and use of new designs for major transmission line towers that are aesthetically compatible with the urban environment from a close viewing distance.
- d. Encourage the use of cogeneration energy techniques and facilities as well as all present or future energy efficient technologies.
- e. Resist any proposed powerline routes for major steel tower electrical transmission lines along existing wooden pole lines.

ET-7 Because land uses adjacent to utility corridors must be compatible, the County shall approve only those secondary uses within corridors that are compatible with adjacent land uses.

ET-8 Because pumping water requires energy, water conservation devices such as low-flow faucets, showers and toilets shall be required to reduce demand.

ET-9 Because there are unique climatic and geographic opportunities for energy conservation and small scale alternative energy systems within each of the County's three geographic regions, the County shall:

- a. Implement land use, building controls and incentives to ensure energy-efficient standards in new developments in the Valley, Mountain and Desert areas that comply with the California State Energy Regulations as minimum requirements.
- b. Prepare and use the Master Environmental Assessment for energy mitigation measures for the Valley, Mountain and Desert areas; develop appropriate and economically feasible energy conservation measures to mitigate impacts caused by development.
- c. Coordinate energy-related educational media programs.
- d. Quantify local climate variations and in each climatic region require energy conservation systems in new construction.
- e. Fully enforce all current residential and commercial California Energy Commission energy conservation standards.

ET-10 Because energy conservation and the use of alternative energy resources are desirable to reduce dependence on imported energy, the County shall:

- a. Work with other governmental agencies, utility companies and the private sector to achieve energy conservation and the use of alternative energy resources and technologies.
- b. Develop and adopt joint City-County energy efficient development standards.
- c. Initiate energy legislation as necessitated by changing conditions.
- d. Actively participate and represent the County in the development and implementation of standards and regulations under the jurisdiction of the State and Federal governments.
- e. As consistent with Air Quality Standards, meet part of the energy need of Mountain area residents and visitors through local timber production. Encourage the National Forest Service to sell "weed" trees as fuel to residents of the region.

ET-11 Because a reduction of energy consumption attributable to transportation within the County would help to conserve energy resources and reduce air pollution, the County shall:

- a. Minimize the need to use the automobile and limit distance traveled by establishing mixed land uses and clustering development in nodes.
- b. Through the Official Land Use Districts, encourage residences to be located near neighborhood commercial centers in new developments to encourage walking to nearby shops.
- c. Encourage the development of recreational facilities within neighborhoods in new developments.
- d. Work with and adopt the policies and standards of SCAG and SANBAG in their regional transportation planning efforts, as required by the appropriate State laws and regulations.
- e. Recognize and promote the increased use of telecommunications facilities which can reduce the demand for transportation and vehicle trips.
- f. Investigate telecommuting for County employees which would allow certain work to be done at home on a personal computer linked to their workplace computers.
- g. Amend the County Development Code to require new subdivisions of 200 parcels or more to dedicate bicycle paths. Bikeways and walkways shall be designed consistent with the County bikeway master plan to be safely separated from the hazards of roads and railways by landscaping or appropriate barriers.
- h. Amend the Parking Regulations of the San Bernardino County Development Code to include requirements for bicycle and motorcycle parking sites dependant upon development type and location. Details of when, where, how many and what design the parking sites shall be, must be developed to promote alternative transportation modes consistent with the SCAG Regional Mobility Plan and the County Bikeway Master Plan. Developments with high potential bicycle traffic such as apartments, condominiums, recreational facilities, shopping centers, offices and industrial complexes shall be required to designate parking sites or racks for motorcycles and bicycles where they can be protected from theft and accidents.

- i. All new large scale housing projects (20 or more units) shall be required to provide designated motorcycle parking.

ET-12 Because agencies owning underground facilities are required by State law to become members of a regional notification center, any person or agency planning to conduct any excavations in an area known to contain subsurface installations shall, in accordance with AB 3020, call the Underground Service Alert of Southern California, for any excavation, at least two (2) working days prior to commencing the excavations so that underground facilities in the vicinity can be located and field marked by the appropriate agency. The telephone number of the Underground Service Authority of Southern California is 1-800-422-4133.

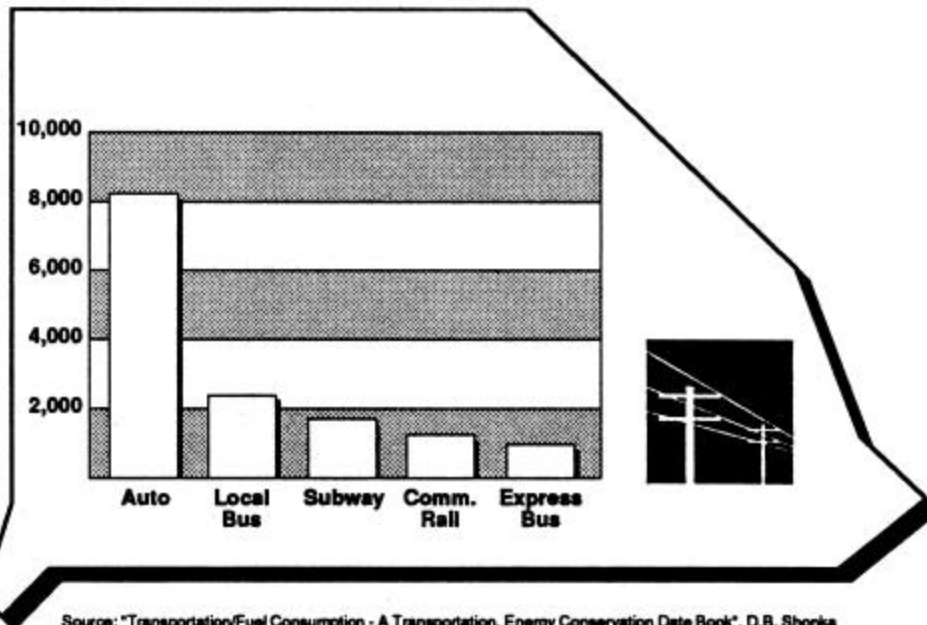
ET-13 Because fossil fuels combustion contributes to poor air quality, alternative energy production and conservation shall be required as follows:

- a. New developments will be encouraged to incorporate the most energy efficient technologies which reduce energy waste by weatherization, insulation, efficient appliances, solar energy systems, reduced energy demand, efficient space cooling and heating, water heating and electricity generation.
- b. All new subdivisions for which a tentative map is required shall provide, to the extent feasible, for future natural heating or cooling opportunities in the subdivision. This can be accomplished by design of lot size and configuration for heating or cooling from solar exposure or shade and breezes respectively.
- c. For all new divisions of land for which a tentative map is required, a condition of approval shall be the dedication of easements, for the purpose of assuring solar access, across adjacent parcels or units.
- d. Encourage methanol production, from **biomass**, wastes, natural gas or coal, to provide a cleaner substitute liquid fuel for automobiles, trucks and electric generators.
- e. All Environmental Impact Reports and Initial Studies shall include analysis and mitigation of energy production, consumption and technological systems.
- f. All County facilities, actions and policies shall provide good examples of the best available technologies and methods for minimizing energy consumption and waste.

ET-14 Because there is a vast network of underground pipelines carrying crude oil and other fuel-type products within San Bernardino County, the County shall:

- a. Include the location of underground pipelines and the type of fuel being carried in the pipelines on the Infrastructure Maps.
- b. Direct staff to prepare a plan for Development Code implementation for improved safety in areas impacted by pipelines.
- c. Designate a staff member to coordinate with the County Department of Transportation Utilities Coordinator, the various pipeline companies, and with the cities having pipelines in their jurisdiction in order to keep accurate, up-to-date records of pipelines activity within the County.

Energy
demands of
common
passenger
transportation
modes



Source: "Transportation/Fuel Consumption - A Transportation, Energy Conservation Data Book", D.B. Shonka

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5. Housing/Demographics

Graphic

The following provides a general overview of the housing issues facing the County of San Bernardino, including a summary of population and housing characteristics. This section contains the operating principles, objectives, policies and programs relating to Housing.

Background

Within the County, there are a wide variety of development types and housing needs. In addition to the primarily urbanized areas in the West and East Valleys, there are the resort communities in the Mountains and parts of the Desert, and the retirement communities in Yucaipa, Yucca Valley, Morongo Valley, Joshua Tree, Apple Valley, and Needles. There are areas centered around military installations (Twentynine Palms Marine Corps Base, Fort Irwin National Training Center, Norton and George Air Force Bases), farming communities (primarily located in the Chino Agricultural/Dairy Preserve) and mining communities (Trona and Baker). Environmental constraints and lack of infrastructure render many areas unsuitable or undesirable for development, at least for the short-term.

As of **April 29, 1992**, the California State Department of Finance (DOF) **estimated** that the population of the unincorporated portion of the County of San Bernardino was **321,346 which included the population of the cities of Chino Hills (42,000) and Yucca Valley (25,292)**. The total County population was estimated by DOF to be **1,418,380**. The **1990** census data indicated that **approximately one third (32%)** of the County's population were the age of 18 or under. **Southern California Association of Governments (SCAG)** projects that over 2.2 million people will reside in the County by the year 2010 if current trends continue. This growth will account for over one sixth of the anticipated southern California regional population growth. Within the SCAG region, the natural increase is projected to account for over 63% of the population growth during this time frame. However, a much larger share of the growth in the County is due to in-migration.

Construction
of new
houses
continues as
the
population
in the
County
increases;
Yucaipa

The State legislature has declared, "... a suitable living environment for every California family is a priority of the highest order." The Housing Element attempts to facilitate this policy. DOF estimates that there are approximately **149,454** dwelling units in the unincorporated

Photo

portion of San Bernardino County as of **April 1992**. SCAG projects that the County's housing stock in the unincorporated areas will **continue to increase** if current

population trends continue. The housing supply must be affordable, varied and conveniently located throughout the County in order to meet the needs of all segments of the population. Some economic groups cannot afford to enter the housing market and purchase a conventional home. A small segment of the population cannot afford rental units. This has created greater demand for housing alternatives. Decreasing family size and changing lifestyles also contribute to the need for a variety of housing types and sizes.

The current and projected population of the entire County, as mentioned above, is much less than the potential buildout estimates of the Official Land Use Districts. However, urban development in some areas of the County may be constrained by limited potable water supply, inadequate infrastructure and public facilities, and environmental constraints. Even with these constraints, it appears that there is sufficient land to accommodate the projected growth.

Homelessness is not just a national issue but a state, a regional and a local issue as well. Within the local context, it is estimated that 3,000 individuals are homeless on any given day. Two 1992 countywide surveys determined that the extent of the problems and the population characteristics vary among the regions. This survey also determined that over 70% of the homeless are located in the urban areas. There are as many as 120 organizations countywide providing various services, including emergency shelters, to the homeless. For the most part, these are located in the urban areas. A discussion of the local homeless issue is contained in the Countywide Needs Assessment segment. A listing of the organizations and services provided, current as of July 1992, is contained in the Appendix.

The unique characteristics of the regions and the individual communities within the County must be considered when providing for affordable, varied housing. The age, condition, price range and type of existing housing is different within each community, as are the constraints and opportunities for new housing. Using land use plans, regulations, standards, incentives and housing programs, the County can encourage the preservation of existing housing and the production of new housing in appropriate locations.

In 1989, San Bernardino County had roughly 399,000 jobs which represented 5% of the regional employment base. From the data published by the Employment Development Department in June, 1991, trade and service industries predominate the local economy overall, but a fair amount of variation between the local areas was evident. Based on SCAG projections, it is expected that there will be a creation of 30,362 jobs annually within the County by the year 2010. Given current trends, it is reasonable to expect that these new jobs will be in fields other than manufacturing. San Bernardino County is anticipated to provide 8.8% of the regional employment (789,400 jobs) in 2010.

The 1980 census data indicated that over 67% of the County's labor force, at that time, worked within the County and 22% worked in other Counties. It is likely that these percentages have changed a great deal since the 1980 census given the immigration of residents who work in Orange and Los Angeles Counties over the last decade. In addition, SCAG estimates that by the year 2010 there will be an increase of 146% and 272% of daily work commutes originating in San Bernardino County into Los Angeles and Orange Counties respectively.

As is obvious, there is currently an imbalance between the location of jobs and housing opportunities in the region that will continue into the future. Reducing the need for long commutes, by achieving some balance between the employment base and housing supply can be an effective tool. The County, in concert with existing market forces, is attracting more business to the Inland Empire. This is evident from the booming industrial/retail construction activity occurring in the West End of the County. There are thousands of acres of commercial and industrial designations specified by the General Plan. Only a portion of these designations are currently developed and, as such, there is sufficient land to accommodate the anticipated employment growth.

Findings of Analysis

The following summarizes the information of the Countywide Needs Assessment and Constraints sections of the Housing Element:

1) Population Change:

San Bernardino County has grown continually since 1970, with an annual growth rate between 5 and 6% during the mid- and late 1980's. Most of the population increase occurred in areas adjacent to Los Angeles and Orange Counties, or within commuting distance of their employment centers. As is evident from the building activity through the first half of 1992, the North Desert and the West Valley areas are the regions experiencing the most growth.

2) Housing Needs:

Additional housing is required to accommodate the continuing influx of families as well as to meet the needs of existing residents. Existing residents are considered inadequately housed if they are paying more than they can afford, living in substandard units, or living in overcrowded conditions. Most of these households are in lower income brackets. In addition, it has been determined that certain groups with special needs may require public assistance to secure adequate housing. These groups include:

- a. The increasing number of elderly and disabled households who are not able physically or financially, to maintain their homes.
- b. Immigrants from Central and South America and Asia who may live in overcrowded and occasionally substandard conditions until they develop the social, language and job skills to be assimilated into American culture.
- c. Divorced women with children whose reduced income makes it difficult for them to maintain or even afford their homes.
- d. The junior enlisted military personnel and their families who must find housing near the military base and have a limited income to spend.
- e. **Very low income** households who can afford only a small proportion of the units available in the County.
- f. **The homeless population who cannot afford housing at all.**

3) Problem Areas:

Normal operation of the housing market should be expected to produce the amount and type of housing necessary to accommodate growth, at prices affordable to moderate and upper income households. Analysis indicates that in most areas of the County, housing affordable to lower income households is also being produced. The exceptions are the Mountain and West Valley regions. The market is not addressing the needs of very low income households **adequately**. Therefore, the County's **Housing** Incentive Program is committed to focusing on the production of **low** income housing throughout the unincorporated areas.

4) Opportunities and Constraints:

Factors constraining the production of sufficient housing in a range of prices may be generally itemized as follows:

- a. The availability and cost of land on which to develop housing.
- b. The availability and cost of infrastructure and public services.
- c. Environmental constraints (such as steep slopes, flood hazards, earthquakes faults, etc.).

- d. The availability and cost of financing.
- e. The availability and cost of materials and labor for housing construction.
- f. Governmental constraints (such as zoning, permit processing delays, fees and assessments).
- g. Improvements required onsite and offsite with development.

Many of these factors are interrelated and some are beyond the control of local officials. Because of the complexity of interrelationships among these factors, it is difficult to predict with true accuracy the timing and cost of future housing development. In general, however, San Bernardino County can sufficiently mitigate development constraints and therefore, has greater opportunities for housing construction than other nearby counties.

While there are factors which constrain the production of housing, there are opportunities to reduce the ancillary long term housing costs (e.g. utility bills). Past amendments to the Uniform Building Code, have resulted in new housing units being much more energy efficient than older units. In addition to these building standards, conservation measures such as site design, landscaping, structural features and solar energy systems could further improve energy efficiency.

Summary of Population and Housing Characteristics

Statistical Division

Regional Statistical Areas (RSA)	8
Census Tracts Countywide	174
Census Tracts unincorporated areas (includes split tracts)	93

Countywide Characteristics

	1980-1988 Census	1990 Census	DIFFERENCE	% CHANGE
Population	895,016	1,418,380	523,364	58.5
Housing	366,245	542,332	176,087	48.1
Minority Pop.				
American Indian	10,084	10,018	66	(.7)
Black	47,813	109,162	61,349	128.3
Hispanic*	165,863	378,582	212,719	128.3
Asian	14,929	55,387	40,458	271.0
Age				
Median	28.3	27.8	(.5)	1.8
Under 19	286,711	481,456	194,745	67.9
Over 65	89,056	124,900	35,844	40.2

* Because of census methodology persons of Hispanic origin may be represented in several racial categories.

Countywide Trends

	1970 Census	1980 Census	1990 Census	SCAG 2010 (est.)
Population	684,072	895,016	1,418,380	2,179,400
Housing	249,333	366,245	542,332	962,579

SCAG Estimated and Projected Population Growth for Entire County by Regions

	1988	2010	Difference	% Change
West Valley	504,700	858,200	353,500	70.0
East Valley	453,100	772,400	319,300	70.4
Mountains	53,500	117,100	63,600	118.8
Desert	228,700	431,700	203,000	88.7
Countywide	1,240,000	2,179,400	939,400	75.7

Population 1990 Census

Total County	1,418,380
Total Unincorporated*	321,346
Growth 1980 - 1990	267,994
Percent Growth 1980 - 1990	65.1

* Includes population of recently incorporated city of Chino Hills (population 42,000) and the Town of Yucca Valley (population 25,292).

Household Characteristics (Countywide)*

	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>DIFFERENCE</u>	<u>1980-1990 %CHANGE</u>
Total Households	212,021	308,171	464,737	156,020	50.6
Handicapped	N/A	31,394	Data not available		
Elderly	N/A	55,300	89,436	34,136	108.7
Large**	48,855	43,678	77,035	33,357	76.4
Overcrowded***	19,316	17,426	47,489	3,811	8.7
Avg Household Size	3.11	2.82	3.1	(0.23)	(8.2)

* Based on 1970, 1980 and 1990 Federal Census.

** 5 or more persons

***1.01 or more persons per room

Household Income

(Number of Households in each Income Group 1980 Census*)

	<u>1980 (Census)</u>	<u>1988 (HCD)</u>	<u>1990 (Census)</u>	<u>1992 (HCD)</u>
Median	\$17,463	\$30,300	\$33,800	\$36,000
Very Low Income 50% of Median (72,848 HH)	\$ 8,732	\$15,450	\$16,900	\$18,000
Low Income 80% of Median (50,265 HH)	\$13,970	\$24,250	\$27,040	\$28,800
Moderate Income 120% of Median (60,005 HH)	\$20,956	\$36,350	\$40,560	\$43,200
Upper Income >120% of Median (125,218 HH)	>\$20,956	>\$36,350	>\$40,560	>\$43,200
Below Poverty Level (by Federal categories) (28,482 HH)				

* Data from the 1990 Census not available at this time

Housing Characteristics (Countywide)

	1980-1988 Census	1990 Census	Difference	%Change
Dwelling Units	366,245	542,332	176,087	48.1
Housing Mix				
Single Family	277,505	361,598	84,093	30.3
Multiple Family	63,126	133,787	70,661	111.9
Mobilehomes	25,614	42,982	17,368	67.8
# of Units Vacant				
Available	57,493	42,805	(14,688)	(.3)
Seasonal	29,403	34,698	5,295	18.0
Housing Condition				
Substandard	9,809	N/A	Data not available	
Need Replacing	1,991	N/A		
Need Repair	7,818	N/A		

(1990 Census Data includes population of Chino Hills and Yucca Valley)

Dwelling Units Estimate as of January 1, - (Unincorporated Area only) *

1991 Dwelling Units (DU)	149,454
Increase in DU's 1980-91	(6,071)
% Increase in DU's 1980-91	(.4)
Average Population per occupied DU	2.2

* Base on State Department of Finance estimates and includes population of two recently incorporated cities (Chino Hills and Yucca Valley).

Housing Market (Countywide)

	1983**	1988**	1990***	Difference	% Change
Median Housing Cost	74,200	101,270	132,130	57,930	78.1

** 1985-1990 Housing Element

*** Construction Industry Research Board

Countywide Homeless Estimates as of April 1987

Homeless	Households	Families	Children	Veterans	Mentally Ill
1,175	459	312	552	3	47

Countywide Homeless Estimates as of November 1992

Two field surveys of the homeless population in San Bernardino County were conducted in 1992 by a group of citizen volunteers working with the San Bernardino County Homeless Coalition. All the data collected is provided in Part IV of this document. The Summary of Findings is as follows:

<u>Homeless persons</u>	<u>Percentage children</u>	<u>Average age</u>	<u>Number/ratio females</u>	<u>Percentage Blacks</u>
3,081	43%	23.3	45%	20%

Goals

- D-39** *Develop and maintain structurally sound, sanitary, attractive and affordable housing and living environments for all economic segments of society.*
- D-40** *Develop efficient, well-coordinated housing programs relevant to the County, that meet the intent of all applicable State and Federal laws.*
- D-41** *Implement strategies aimed at developing a balance between housing and employment opportunities for all residents.*
- D-42** *Develop sufficient infrastructure and services to accommodate existing and planned residential development.*

Quantified Objectives

1. The Draft 1988 Regional Housing Needs Assessment has identified the following fair share allocations for the unincorporated County area which are being adopted as obtainable objectives within the time frame of this Element:

	<u>Dwelling Units</u>
Projected Housing Needs*	
Very Low Income	5,329
Low Income	8,105
Moderate Income	6,148
Upper Income	<u>11,541</u>
*Projected Total by 1994	31,123

* Includes figures for the recently incorporated Towns of Apple Valley and Yucca Valley and the incorporated cities of Yucaipa and Chino Hills.

2. One hundred substandard units (60 owner occupied units and 40 rental units) are targeted for rehabilitation assistance annually.

3. Two hundred units occupied by lower income senior citizens and/or handicapped individuals, are targeted for home repair grants annually.

Policies/Actions

HE-1 Because the implementation of streamlining measures regarding governmental review and standards may facilitate the reduction of housing cost, the following action-programs shall be implemented or pursued:

- a. Continue integration of environmental review with the functions of the regional planning teams.
- b. Develop and utilize a Master Environmental Assessment to facilitate the environmental review of housing projects.
- c. Continue to give priority to permit processing for projects utilizing the Housing Incentive Program when requested.
- d. Continue to distribute questionnaires regarding the County's application processing procedures to the private sector developers. The results of this survey shall be presented as part of the annual housing report to the Board of Supervisors.
- e. Review the Development Code yearly for possible revisions that would assist in creating more affordable housing and to facilitate establishment of independent senior citizen living centers, shared senior housing and group care homes.

HE-2 Because innovative housing design and construction techniques may reduce the cost of housing without sacrificing quality, the following action programs shall be implemented or pursued:

- a. Develop standards within planning areas that would allow the creation of parcels with lot sizes less than the existing standards for single family residential uses.
- b. Establish design guidelines for subdivisions that have any lots with area less than 7200 square feet which are compatible with, and blend into the natural environment and its resources while minimizing potential adverse environmental impacts.
- c. Continue to utilize Planned Development density bonus and density transfer provisions as described in the Development Code to allow creation of lot sizes less than that normally required by residential land use districts.

- d. Update the location and design criteria for planned subdivisions.
- e. Utilize minimum residential construction standards for conventional and manufactured housing on individual lots and continue to allow for temporary dependent housing.
- f. Adopt energy efficient design and siting guidelines that are responsive to local climatic conditions and to revisions in State law.
- g. Lobby both the State and Federal governments for programs and funding that recognize the effects of regional climatic conditions on housing units.
- h. Continue to designate Planned Development (PD) land use districts where design constraints (such as slope instability or flooding) have been identified. PD classifications will encourage efficient land development by requiring the project to be reviewed by Planning staff through the planned development application process.
- i. Establish criteria for housing designs on a regional basis that are compatible with, and blend into, the natural environment while minimizing potential adverse environmental impacts.
- j. Adopt an ordinance that would allow second units with conditional use permit on any residential parcel provided that each unit has the minimum required area as specified by the official land use designation and that no more than three homes are placed on a given parcel.
- k. Adopt an ordinance that would require new residential units of less than 2000 square feet to provide enclosed storage areas.
- l. Adopt an ordinance that establishes a density for the number of bedrooms per acre for the following but not limited to social care/institution and hotel/motel uses.
- m. Adopt an ordinance establishing design and locational standards for new recreational vehicular parks.
- n. Allow mobilehome parks in the Single Residential land use district at a density of 7 dwelling units per acre, in the Rural Living Residential land use district at a density of 4 dwelling units per acre, and in the Multiple Residential land use district subject to design guidelines which will ensure compatibility with the natural environment while minimizing potentially adverse environmental impacts.

HE-3 Because property maintenance is desirable and can be promoted through information, training, and health and safety code enforcement programs, the following action-programs shall be taken:

- a. Continue the voluntary occupancy inspection program available to prospective buyers of residential property, and increase public awareness of this program.
- b. Utilize Section 17299 of the California Revenue and Taxation Code as a Health and Safety Code enforcement tool for rental units inspected by the Department of Environmental Health Services.
- c. Inform all owners of residential units, cited for health and safety violations, of resources available through the County Department of Economic and Community Development for structure rehabilitation.
- d. Inspect rental units in conjunction with the Rent Supplement Program. Integrate this service with the Housing Authority to ensure subsidized rentals meet code requirements.
- e. Conduct periodic multifamily rental unit inspections to ensure safe and sanitary living conditions.
- f. Promote the information services of the Housing Authority and Department of Economic and Community Development - one function of which is to provide outreach, counseling and information on fair housing and landlord-tenant laws and housing assistance programs.
- g. Use and update the County Rehabilitation Guide for inspection of existing renter- and owner-occupied dwelling units to allow economical and safe rehabilitation of housing.

HE-4 Because the preservation of existing housing stock is important in providing housing opportunities for all **income levels**, housing and community rehabilitation programs shall be established and implemented through the following action programs:

- a. Encourage and assist local lending institutions in implementing the Community Reinvestment Act of 1977.
- b. Encourage both the Federal and State governments to change the necessary laws in order to be able to use funding, for the rehabilitation of rental units, that is presently available only for the rehabilitation of single family, owner-occupied, detached housing.

- c. Fund the Repair Program Service Grant to assist both the elderly and the physically disabled in maintenance of their residential units.
- d. Include within the annual state of the housing report (see HE-10a), those areas most in need of rehabilitation.

HE-5 Because the housing needs of all economic segments of the population are not currently served by the housing market, the following voluntary incentives, strategies and action-programs shall be implemented to stimulate the construction of units that will fulfill this unmet need:

- a. Continue to promote the use of the Housing Incentive Program (HIP). HIP provides a density bonus of up to 25% of the densities shown on the Official Land Use Map for projects in which units are reserved for, and affordable to, low and **very low** income households (as defined in Government Code Section 65915).
- b. **Promote the use of the Senior Citizens Affordable Housing Program which provides for density bonuses of up to 100% for qualifying senior citizen projects. These are projects that are sponsored, owned and operated by either a non-profit corporation and/or a governmental entity for which 100% of the units are reserved for qualifying senior citizen residents as defined in Section 51.2 of the California Civil Code and which meet the locational and design criteria described in the HIP.**
- c. Explore the feasibility of allowing incentives other than bonus density programs to encourage affordable residential development on infill properties throughout the County.
- d. Explore all feasible methods to ensure that HIP-supplied dwelling units are affordable to low and moderate-income households for initial and subsequent sales and unneeded rentals.
- e. Implement the Housing Incentive Program to allow bonus densities or other optional incentives to developers who agree to provide at least 33% of their dwelling units in a condominium conversion project to low- and moderate-income families.
- f. Implement the **Senior Citizen Affordable Housing Program** to allow for bonus densities or other optional incentives for senior citizen housing and housing accessible to disabled persons.

- g. Implement the Housing Incentive Program such that it would encourage the phasing of affordable housing in large planned unit developments when the General Plan bonus density program has been implemented.
- h. Utilize and expand all appropriate Federal and State assisted housing programs and the Housing Element's five-year housing programs and the Housing Assistance Program (HAP).
- i. Use local notes and bonds, at an amount to be determined by HAP and County Department of Economic and Community Development, for the construction of new affordable rental units.
- j. Continue home purchase assistance to current and prospective homeowners under low interest rate programs, administered by CHFA and FHA according to the Five-Year Housing Plan.
- k. Use Federal and State funding programs to assist mobile home purchase and rental.
- l. Identify and use surplus public land to assist in the provision of housing that is affordable to lower income groups.
- m. Provide information and assistance to help relocate displaced individuals, including former residents of units converted from renter to owner occupancy status.
- n. Coordinate with Housing Officers of the region's military bases to assist in the provision of sufficient housing in the vicinity of military bases, in order to meet the housing needs of junior-ranking military personnel.
- o. Continue to implement housing programs, procedures and documents, including but not limited to:
 - i) Section 8 programs
 - ii) Section 202
 - iii) Section 502
 - iv) Repair Service Program
 - v) Rehabilitation Loan Programs
 - vi) Insulation and Weatherization Program

- vii) **Public Housing Programs**
- viii) Fair Housing Education and Counseling Programs
- xi) Revenue Bond Financing for New Construction
- x) Mobilehome Purchase and Rental Assistance
- xi) 213 Review Process
- xii) Housing Assistance Plan
- xiii) Redevelopment projects

HE-6 Because it is necessary to prevent discrimination in housing, the following action-programs shall be established:

- a. Fund fair housing education and counseling programs that promote antidiscrimination laws regarding purchased or rented dwelling units.
- b. Give priority to low interest rehabilitation loans for multi-family developments where at least 10% of the units are specifically designed for accessibility by the physically disabled.

HE-7 Because it is necessary for each community within the County to provide a variety of housing opportunities in an affordable price range commensurable with the population and income classification of the County, the following action-programs shall be implemented:

- a. Recognize the fair share allocation as targets for the equitable distribution of affordable housing among the cities and counties of southern California.
- b. Use the Housing Assistance Plan as a guide to identifying the existing inventory as well as proposed locations for affordable housing.
- c. Require that planning area studies recognize and encourage affordable housing units commensurate with identified housing needs.
- d. In coordination with the Department of Economic and Community Development, investigate funding opportunities and/or incentives which would provide for the rehabilitation of more units a year than are currently rehabilitated in accordance with the Housing Assistance

Plan (HAP) in order to increase the supply of low-to-moderate income units.

- e. Investigate the feasibility of tracking the cost of new homes, utilizing current documents and systems within the Office of Planning, in order to determine if all economic segments' housing needs are being met.
- f. Include, within the annual state of housing report, the progress made in the previous year towards rehabilitating substandard units for occupation by low-to-moderate income households, and the progress made in reaching fair share allocation goals.

HE-8 Because the presence (or potential presence) of a homeless population is contrary to the County's and State's goal of a "suitable living environment" for each resident, the following action-programs shall be implemented:

- a. Continue to quantify the homeless population within the County. Since this issue is multi-jurisdictional and given the nature of the homeless population, coordination with the cities is necessary in achieving an accurate count.
- b. Establish better communication between the County departments that provide services and resources to the homeless to facilitate a coordinated effort in solving this issue.
- c. Based on the quantity and distribution of the homeless population, determine the additional need for emergency shelters and transitional housing opportunities.
- d. Determine the type of unit(s) and the price range of said units for each region within the County, to facilitate the provision of affordable long term housing opportunities for the very low- and low-income group of the population.
- e. Amend the Additional Use section of the Development Code to allow emergency and transitional shelters in any zone with conditional use permit and concurrently develop the appropriate locational and design standards for such uses.
- f. Include, within the annual state of housing report, the progress made in the previous year towards addressing the homeless issue within the County.

HE-9 Because of the various lifestyles and population characteristics of the County's residents, a variety and balance of housing types and densities shall be provided, through amendment of the Development Code, to require that all new **planning area** or specific plan studies provide housing types and densities commensurate with demonstrated lifestyles, projected needs and population characteristics of the individual communities.

HE-10 Because it is desirable to monitor the housing programs to ensure coordination between the numerous responsible agencies (County Department of Economic and Community Development, Land Management Department, and Housing Authority), and to track the success of the various housing programs, the following action-programs shall be implemented:

- a. Prepare annual housing status reports on the state of housing in San Bernardino County for review and adoption by the Board of Supervisors on or before the second Monday in June.
- b. Annually prepare and file Grantee Performance Reports with the Federal Department of Housing and Urban Development.
- c. Investigate and foster appropriate sources of funding for implementation of the Housing Element's actions and programs.
- d. Utilize the County's regional information mapping system to develop, collect and maintain Regional Statistical Areas or smaller areas, specific data base of housing-related data.
- e. Develop a computer program that would enable the County's automated data systems to identify and monitor the conversion of second units. This program would be used to study the effects of second-home conversions on public service and infrastructure supply. In particular, the program needs to identify the following:
 - i) How the supply of second homes could be released onto the market.
 - ii) The effect, on housing costs, of the increased supply.
 - iii) The level of impact on infrastructure.
 - iv) Alternative strategies to mitigate any adverse impacts of these conversions.
 - v) Strategies for implementation of the program.

- vi) Possible sources of funding to mitigate impacts.
- vii) Possible land use regulations to implement that would encourage, control and manage second-home conversions.

HE-11 Because it is desirable to limit adverse impacts on existing infrastructure and promote the maintenance of aging infrastructure, residential development shall be encouraged in areas where the infrastructure is underutilized through the following actions-programs:

- a. Identify areas of underutilized and aging infrastructure through the County Geo-based Information Management System (GIMS), and investigate alternative financing mechanisms.
- b. Explore the feasibility of determining specific criteria and guidelines for residential development in areas of underutilized and aging infrastructure.
- c. Establish an ongoing program which will facilitate local review of the 1990 census data.
- d. Identify areas of the County where urban infill is appropriate, and encourage their development through the use of various incentives.
- e. Study the infrastructure needs of all the unincorporated areas once the data bases are available.
- f. In the unincorporated areas of the County, designate residential land use districts within close proximity (three to five miles) of major transportation corridors. The more intensive residential land uses (RS and RM) shall be designated in urbanized areas, and less intensive residential land uses (RS-1, RL-2.5, etc.) in more rural areas.
- g. Promote intensified residential development around transit nodes and along transit corridors throughout the County.
- h. Throughout the County, encourage mixed-use development through the Planned Development process which includes dense, multiple family residential development as well as clustered, single family residential development, and other uses which provide convenient shopping and employment opportunities close to major transportation corridors.

HE-12 Because there are existing areas lacking the necessary infrastructure that could be appropriate for residential development, the following action programs shall be pursued:

- a. Identify areas of insufficient housing where the General Plan designations are underutilized due to insufficient infrastructure.
- b. In suitable areas where development would not conflict with the retention or management of open space lands, (including agriculture, natural areas and mineral extraction zones), study infrastructure development alternatives that would stimulate residential development.
- c. Utilizing the documents generated as part of the General Plan update, provide the various serving entities, as requested, data regarding growth and infrastructure facilities necessary for their capital improvement planning efforts.

HE-13 Because it's desirable to achieve a job-housing balance, which will further local and regional goals of improved air quality and traffic mobility, industrial and commercial development shall be targeted for areas of the County that have adequate housing supply, and the following action-programs shall be implemented:

- a. Explore the feasibility of expanding the supply of commercially and industrially zoned land adjacent to those areas where there are predominately residential land uses.
- b. Provide the County Economic and Community Development Department (ECD) with data in a summarized, readily usable format that identifies areas within the County where housing is most readily available. This data will assist ECD in promoting the economic viability of the County to potential commercial and industrial employers.
- c. Maintain liaison with the Department of Economic and Community Development (ECD) to provide ongoing updates of housing availability assessments for use by potential employers.
- d. Include within the annual state of the housing report, the progress made in the previous year toward balancing the employment to housing opportunities within the County.

- e. Facilitate a job/housing balance with the objective of a ratio of 1.20 jobs to 1 dwelling unit and direct Land Management Department and Economic and Community Development Department to develop the necessary implementation strategies and procedures.

Regional Housing Policies

These policies are provided for the purpose of meeting low income housing requirements.

West Valley (RSA 28)

1. The following methods of housing design and development are favored in the West Valley:
 - a. Single Family Dwelling Units.
 - b. Mobile home parks.
 - c. Multiple Family Residential apartment projects.
 - d. Large lot and/or clustered residential lots adjacent to the Chino Agricultural/Dairy Preserve.
2. Continue to identify by census tract areas targeted for rehabilitations. These areas may include but are not limited to:
 - a. North Chino
 - b. West and South Fontana
 - c. South Montclair
3. Bonus densities for the following types of housing units are favored through the Housing Incentive Program in the West Valley areas having adequate infrastructure in place, or provided for, to support higher densities:
 - a. **Lower:** single family detached; single family attached, modular units, mobile homes, multiple family residential apartments.
 - b. **Moderate:** single family detached, single family attached, multiple family residential apartments, mobile homes.

- c. **Senior and/or disabled housing bonus density:** single family attached and multiple family attached.
- 4. Within the West Valley areas, the types of development to be favored are: urban infill, single family detached specifically adjacent to the Foothill Freeway corridors, clustered development with single family appearance north of Alta Loma in the West Valley Foothill area, single family detached on large lots north of Etiwanda and West of San Sevaine Creek.

East Valley (RSA 29)

- 5. The following methods of housing development and design are favored in the East Valley:
 - a. Minimum lot sizes of less than 7,200 sq. ft. for single family residential development, **wherever applicable within the Planning Areas.**
 - b. Single family dwelling units.
 - c. Mobile home parks.
 - d. Temporary dependent housing.
 - e. Shared senior housing.
- 6. Continue to identify by census tract areas targeted for rehabilitation. These areas may include but are not limited to the unincorporated areas of:
 - a. Bloomington.
 - b. Muscoy.
 - c. Grand Terrace.
 - d. North Loma Linda.
 - e. Mentone.
 - f. Rialto.

7. Bonus densities for the following types of housing units are favored through the Housing Incentive Program in the East Valley areas having adequate infrastructure in place, or provided for, to support higher densities.
 - a. **Lower:** single family detached: single family attached, modular units, mobile homes, multiple family residential apartments.
 - b. **Moderate:** single family detached, single family attached, multiple family residential apartments, mobile homes.
 - c. **Senior and/or disabled housing bonus density:** single family attached and apartments are the housing types to be encouraged.

Mountains (RSA 30)

8. The following methods of housing development and design shall be encouraged in the Mountain areas:
 - a. Clustered development and attached units.
 - b. Planned Development projects.
 - c. Shared senior housing and group care homes.
9. Encourage the application of the Housing Incentive Programs to cluster development (single and multiple family), in the Mountain areas.
10. In the Mountain areas, the following criteria for multiple family residential units developed under the Housing Incentive Program shall be utilized:
 - a. In close proximity to commercial uses.
 - b. Adjacent to a Mountain secondary or any roadway of greater width.
 - c. Where adequate circulation exists to accommodate the increased traffic as verified by the traffic division.
 - d. Located where services (particularly water and sewer) are available or assured as confirmed by the respective purveyor.

- e. Located where average slopes are flat to gently sloping (0-15% slope).
 - f. Located where compliance with fire safety standards are met.
11. Study the options of infrastructure development in order to optimize efficient land use and the maintenance of environmental quality to achieve a more logical and efficient use of available resources in the Mountain areas.

Baker (RSA 31)

12. Encourage the application of the Housing Incentive Programs to clustered development (single and multiple family), in the Desert areas having adequate infrastructure in place, or provided for, to support higher densities.
13. Discourage housing in the dry lakes of the Desert.
14. Establish programs to prevent discrimination in housing in the Desert region.
15. Study the options of infrastructure development in order to optimize efficient land use and the maintenance of environmental quality to achieve a more logical and efficient use of available resources in the Desert areas.
16. Explore the feasibility of expanding the supply of commercially and industrially zoned land in the Baker RSA when adequate housing supply exists and is underutilized.
17. The following methods of housing development and design shall be encouraged in the Desert area provided they are compatible with the rural character and desert environment:
- a. Single wide mobilehome parks.
 - b. Temporary dependent housing.

Barstow (RSA 32a)

18. Encourage the application of the Housing Incentive Programs to clustered development (single and multiple family), in the Desert areas having adequate infrastructure in place, or provided for, to support higher densities.

19. Discourage housing in the dry lakes of the Desert.
20. Establish programs to prevent discrimination in housing in the Desert region.
21. Study the options of infrastructure development in order to optimize efficient land use and the maintenance of environmental quality to achieve a more logical and efficient use of available resources in the Desert areas.
22. Explore the feasibility of expanding the supply of commercially and industrially zoned land in the Barstow RSA when adequate housing supply exists and is underutilized.
23. The following methods of housing development and design shall be encouraged in the Desert area provided they are compatible with the rural character and desert environment:
 - a. Single wide mobilehome parks.
 - b. Temporary dependent housing.

Victorville (RSA 32b)

24. Encourage the application of the Housing Incentive Programs to clustered development (single and multiple family), in the Desert areas having adequate infrastructure in place or provided for, to support higher densities.
25. Discourage housing in the dry lakes of the Desert.
26. Establish programs to prevent discrimination in housing in the Desert region.
27. Study the options of infrastructure development in order to optimize efficient land use and the maintenance of environmental quality to achieve a more logical and efficient use of available resources in the Desert areas.
28. Explore the feasibility of expanding the supply of commercially and industrially zoned land in the Victorville RSA when adequate housing supply exists and is underutilized.
29. The following methods of housing development and design shall be encouraged in the Desert area provided they are compatible with the rural character and desert environment:

- a. Single wide mobilehome parks.
- b. Temporary dependent housing.

Twentynine Palms (RSA 33)

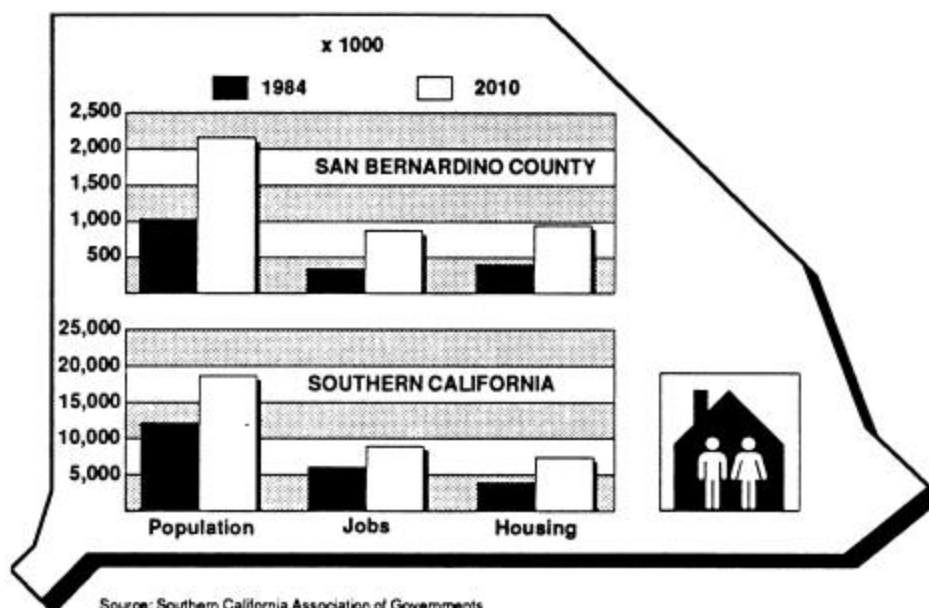
- 30. Encourage the application of the Housing Incentive Programs to clustered development (single and multiple family), in the Desert areas having adequate infrastructure in place, or provided for, to support higher densities.
- 31. Discourage housing in the dry lakes of the Desert.
- 32. Establish programs to prevent discrimination in housing in the Desert region.
- 33. Study the options of infrastructure development in order to optimize efficient land use and the maintenance of environmental quality to achieve a more logical and efficient use of available resources in the Desert areas.
- 34. The following methods of housing development and design shall be encouraged in the Desert area provided they are compatible with the rural character and desert environment:
 - a. Single wide mobilehome parks.
 - b. Temporary dependent housing.

Needles (RSA 34)

- 35. Encourage the application of the Housing Incentive Programs to clustered development (single and multiple family), in the Desert areas having adequate infrastructure in place, or provided for, to support higher densities.
- 36. Discourage housing in the dry lakes of the Desert.
- 37. Establish programs to prevent discrimination in housing in the Desert region.
- 38. Study the options of infrastructure development in order to optimize efficient land use and the maintenance of environmental quality to achieve a more logical and efficient use of available resources in the Desert areas.

39. The following innovative methods of housing development and design shall be encouraged in the Desert area provided they are compatible with the rural character and desert environment:
- a. Single wide mobilehome parks.
 - b. Temporary dependent housing.

Comparison
of the
increase in
population,
jobs and
housing in
the County
and in
Southern
California



6. LAND USE/GROWTH MANAGEMENT

Graphic

Land is a natural resource of limited quantity. Its use affects the public health, safety and welfare. The County of San Bernardino encompasses 20,164 square miles of land area of which approximately sixteen percent (16%) falls under the jurisdictional control of the County Board of Supervisors. Approximately eighty percent (80%) of the County's total land area is in public ownership while the incorporated cities collectively have jurisdictional control over the remaining four percent (4%).

California law requires each county to establish a planning agency to develop and maintain a comprehensive long term general plan. The Government Code mandates a Land Use Element designating the proposed general distribution, general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private

uses of the lands. In addition, the Land Use Element is required to include standards of population density and building intensity recommended for the territory covered by the plan, and is also required to identify areas subject to flooding.

*A mixed-use
center near
a residential
area;
Redlands*

Photo

Scope and Purpose

The State guidelines for the preparation of a General Plan recommend that the Land Use Element include:

1. Identification of land use issues.
2. Land use policies and proposals, distinguishing among any short, middle and long term periods of fulfillment.
3. A description of land uses and land use intensities including the relationships of such uses to social, environmental and economic goals and objectives.
4. Standards and criteria for physical development within each use area with consideration for land capacity.

5. A description of the land use pattern, including text and a diagram or other graphics such as a map.
6. An outline of implementation programs, describing measures necessary to achieve land use objectives and policies, and the timing or staging of plan implementation.

The Land Use Element is the primary policy base for guiding the physical development of the privately owned unincorporated land in San Bernardino County. The Land Use Element correlates all land use issues into a set of coherent development policies. The goals, policies and actions of the Element relate directly to other elements and issues addressed in the General Plan. Although all General Plan elements carry equal weight, the Land Use Element is generally considered the most representative of the General Plan, and in practice, it is the most visible and often used Element in the General Plan.

Issues/Sub-Issues

In a survey conducted by the Office of Planning through its General Plan Update Newsletter in June 1988, the most critical issue identified by County residents is growth management. Residents' concerns revolve around the capability of the County's natural and man-made resources to support and sustain the predicted future growth of the County. Draft projections show that the County's population is expected to double within the next twenty (20) years and while this predicted growth offers some opportunities, it can, if not managed properly, be accompanied by undesirable effects which may depreciate the quality of life of County residents.

On April 4, 1988, the County established a Growth Management Task Force (GMTF) and charged it to develop a growth management plan (including implementation strategies) for the County. The short as well as long term actions that were considered by the Growth Management Task Force underscore optimum utilization of the County's natural and man-made resources. Some of the strategies considered by the GMTF and since that time include:

1. Directing growth to existing urban areas where needed services can readily be provided.
2. Discouraging extension of existing facilities or development of new ones in a leap-frog fashion, except where such facilities cannot be provided in a timely or feasible manner, as determined by the board of Supervisors in its sole discretion.
3. Ensuring that new development proceeds at a pace commensurate with the provision of services.
4. Encouraging annexation of lands within the sphere of influence of incorporated cities/towns, except in the IVDA Area because such

annexation may not be consistent with overall regional planning decisions of the County, other cities and agencies.

5. Encouraging infilling of existing urban areas.

Policies directed at these strategies have been developed and incorporated into this section.

In addition to growth management, each of the following issues is addressed in the Land Use Element to the extent that it is relevant:

- Distribution of housing, business, and industry. (See also Section II-D, Housing Element)
- Distribution of open space, including agricultural lands. (See also Section II-C, Natural Resources)
- Distribution of mineral resources and provisions for their continued availability. (See also Section II-C, Minerals)
- Distribution of recreation facilities and opportunities. (See also Section II-C, Open Space/Recreation)
- Location of education facilities. (See Infrastructure/Improvement Levels Overlay Map)
- Location of public buildings and grounds. (See Infrastructure/Improvement Levels Overlay Map)
- Location of future solid and liquid waste facilities. (See Infrastructure/Improvement Level Overlay Map)
- Identification of areas subject to flooding. (See also Hazards Overlay Map)
- Identification of existing Timberland Preserve Zone (TPZ) lands. (Currently, there is no TPZ land designated in San Bernardino County)

The Land Use Element is divided into two broad sections:

Location, Distribution and Intensity of Land Uses

Sets out the purpose, locational criteria and uses permitted within the Official Land Use Districts and the improvement standards required for different levels of development intensity.

Growth Management

Covers growth monitoring, urban/rural service standards, intergovernmental coordination and infilling inducements.

a. LOCATION, DISTRIBUTION AND INTENSITY OF LAND USES

*Installation
of
under-
ground
pipeline
through the
mountains;
Cajon*

All private lands in the County are designated for specific land uses. In order to ensure that future development proceeds at a pace commensurate with the provision of needed services, the development of any proposed use shall be contingent on the availability or acquisition of required improvements including those specified in Figures II-14, II-15 and II-16 following in this section.

Photo

Goals

- D-43** *Plan for a compatible and harmonious arrangement of land uses in urban areas by providing a type and mix of functionally well-integrated land uses which meet general social and economic needs.*
- D-44** *Plan urban communities as balanced, self-contained areas which have a sufficient mix of urban land uses to support the internal housing, employment, shopping and recreation needs of the region.*
- D-45** *Provide a harmonious mix of residential, commercial and industrial land uses which will generate sufficient tax revenues to pay the costs of maintaining desired levels of services and adequate infrastructure facilities.*
- D-46** *Preserve and protect the County's historical, archeological and cultural resources in urban areas.*
- D-47** *Provide a compatible and harmonious arrangement of land uses in the rural area and encourage the conservation of natural and cultural resources for the benefit of residents and visitors.*
- D-48** *Distribute land use designations in such a way as to minimize the demand for energy consumption and maximize the effectiveness of energy consumed.*
- D-49** *Determine what the land is best suited for, match man's activities to the lands' natural suitability, and minimize conflict with the natural environment.*
- D-50** *Support measures to preserve the soils essential to agriculture and encourage the protection and preservation of Open Space for recreation uses.*

Policies/Actions

LU-1 Because it is essential to locate new development in areas where the economic strength derived from agriculture, petroleum, rangeland or mineral resources, is not impaired and in order to ensure that the value of the other resources which exist in the County is not diminished, the following policies/actions shall be implemented:

- a. Reserve areas identified by the State as prime agriculture soils and depicted on the "important farmland map" for extensive agriculture uses.
- b. In areas containing valuable mineral resources, establish and implement conditions, criteria and standards which are designed to protect the access to, and economic use of these resources, **provided that the mineral extraction does not result in significant adverse environmental effects and that open space uses have been considered for the area once mining operations cease.**
- c. Ensure that land use development proposals within the Mineral Resource Overlay Zone (MRZ) shall be in accordance with the adopted mineral resources management policies of the County.
- d. Support programs and policies that provide tax and economic incentives to insure long-term retention of agricultural and other resource lands.
- e. Encourage owners of agricultural land to enter into Land Conservation contracts with the County to ensure that the property remains in long-term agricultural use.
- f. Enact and enforce regulations which will limit development in ecologically sensitive areas such as those adjacent to river or streamside areas, (as shown on the Overlay maps) and hazardous areas such as flood plains, steep slopes, high fire risk areas and geologically hazardous areas.
- g. Preserve and encourage the management of suitable land for greenbelts, forest, recreation, flood control, adequate water supply, air quality improvement, habitat for fish, wildlife and wild vegetation.

LU-2 Because the County wants to promote and provide safe, attractive, varied residential areas convenient to public facilities, employment and shopping centers, the following policies/actions shall be implemented:

- a. Require that the design and siting of new residential development meet locational and development standards that ensure compatibility with adjacent land uses and community character.
- b. Allow varied approaches to residential development in order to foster a variety of housing types and densities and more efficient use of the land.
- c. Adopt regulations encouraging innovative residential development; revise the Planned Development Ordinance and continue its use to permit flexible design and siting standards such as setbacks, yards, building relationships, and promote clustering as a means of achieving more efficient housing construction and providing larger areas of usable common open space; and, establish a system to award density bonuses in return for special design, infrastructure improvements, extra amenities, usable open space, or other developer efforts.

LU-3 Because the County wants to promote balanced, efficient commercial developments that are functional, safe, attractive and convenient to shoppers, and are capable of strengthening the local economy and enhancing the quality of life of County residents, the following policies/actions shall be implemented:

- a. Promote commercial development that enhances the County's economic base and provides jobs for its residents.
- b. Cluster commercial development and support the development of specialty clusters of related and mutually supportive commercial activities in appropriate locations by means of specific plans, mixed use developments and planned developments.
- c. Discourage linear commercial development of shallow depth along streets or highways when it can be shown that it impairs traffic flow or detracts from the aesthetic enjoyment of the surroundings, or if it can be demonstrated that equally effective services can be provided in an alternative configuration.
- d. Develop demand estimates for commercial land relative to population patterns.
- e. Establish procedures for site plan review to ensure that commercial developments meet locational and development standards that ensure compatibility with adjacent land uses and community character.

LU-4 Because the County wants to promote industrial development in order to expand its employment and tax bases, the following policies/actions shall be implemented:

- a. Protect land areas best suited for industrial activity by virtue of their location and other criteria from residential and other incompatible uses.
- b. Develop information and data base on industrial land uses, trends, employment and production. Monitor changes in location of industrial lands and demand for such lands, and identify opportunities and constraints for new industrial development.
- c. Develop demand estimates for industrial land based on analysis of trends of industrial land absorption and development.
- d. Establish Enterprise Zones and facilitate the provision of needed infrastructure facilities and public services (within these zones), and work with the County Department of Economic and Community Development (ECD) to attract industries to these zones.
- e. Identify and recommend for adoption an incentive program to encourage industrial/commercial development which would produce jobs and reduce the need for certain types of infrastructure or services.
- f. Direct that San Bernardino County Department of Economic and Community Development continue with its adopted incentive programs geared toward labor intensive industries, including the following:
 - i) Tax Exempt Industrial Revenue Bonds (IRB).
 - ii) Taxable Industrial Revenue Bonds.
 - iii) Community Development Block Grant Loan Programs.
 - iv) Business Expansion Revolving Loan Program.
 - v) Floats.
 - vi) State and Federal Loan Programs.
 - vii) County Marketing Incentive Programs.

- g. Ensure that industrial development meets locational and development standards that ensure their compatibility with adjacent uses and community character.
- h. Establish special performance standards for industrial uses to control industrial odors, air pollution, noise pollution, vibrations, dust, hours of operation, exterior storage and other nuisances.

LU-5 Because San Bernardino County has been identified as having a negative jobs/housing balance (meaning a greater level of housing opportunities than employment opportunities), the County will develop a priority application process for commercial and industrial development that would improve the County's jobs/housing balance.

i. Official Land Use Districts

The nineteen (19) land use districts previously used in the Community Plan areas and the twenty (20) zone districts applied in other unincorporated portions of the County have been consolidated in this General Plan into the following **seventeen (17)** Official Land Use Districts:

- Resource Conservation (RC)
- Agriculture (AG)
- Rural Living (RL)
- Single Residential (RS)
- Multiple Residential (RM)
- Office Commercial (CO)
- Neighborhood Commercial (CN)
- **Rural Commercial (CR)**
- **Highway Commercial (CH)**
- General Commercial (CG)
- Service Commercial (CS)
- Community Industrial (IC)
- Regional Industrial (IR)
- Institutional (IN)
- Planned Development (PD)
- Floodway (FW)
- **Specific Plan (SP)**

These **seventeen** Official Land Use Districts are applied only to privately owned lands in the County and not to the lands controlled by other jurisdictions. Lands that are controlled by other jurisdictions, including lands controlled by Federal and State agencies as well as incorporated cities are mapped to identify the public agencies that control them. Because the resolution of the digitized maps is forty

(40) acres, some privately owned lands (generally less than forty (40) acres in area) may be coded as publicly controlled land in error. Such privately owned lands shall be assigned the Resource Conservation (RC) District or the least intensive Land Use District adjacent to them until an evaluation is conducted to determine the most appropriate land use designation for such lands.

The purpose, locational criteria, **building intensity standards**, and **population density** and the **intended uses** of each land use district are specified. The building intensity standards specified for each Land Use District may be modified by provisions contained in the County Development Code, Title 8. Also, individual Planning Areas may specify higher or lower housing densities, and/or smaller or larger minimum parcel sizes. A brief description of the intended uses in each land use district is presented herein; the County Development Code, Title 8, contains a complete listing of the uses permitted in each land use district.

No Official Land Use District created by the conversion of previous land use and zone districts shall be required to meet the minimum parcel sizes set forth for each district below. New Official Land Use District changes approved under this general plan must meet with those minimum size requirements except as provided below.

Resource Conservation (RC)

Purpose

- a. To encourage limited rural development that maximizes preservation of open space, watershed and wildlife habitat areas.
- b. To identify areas where rural residences may be established on lands with limited grazing potential but which have significant open space values.
- c. To prevent inappropriate urban population densities in remote and/or hazardous areas of the County.
- d. To establish areas where open space and non-agricultural activities are the primary use of the land, but where agriculture and compatible uses may co-exist.

Locational Criteria

- a. Areas generally distant from urban centers with existing land uses including limited grazing, passive public and private recreation areas, rural residences and vacation cabins and watershed, wildlife and open space uses.
- b. Areas with steep terrain and limited access.

- c. Areas with high scenic values.
- d. Areas with limited or no infrastructure facilities and where none are planned within the next twenty years.
- e. Areas within any Hazard and/or Resource Overlay except Agriculture Preserve (AP) Overlay.
- f. Areas slated by another governmental agency for acquisition or special management.
- g. Areas where development rights have been transferred to other areas via development approvals and set aside for open space and recreation uses.
- h. Areas shown on the Open Space Overlay in which limited development may occur while maintaining desired open space values.

Building Intensity Standards

- a. Maximum Housing Density — 0.025 du/acre. (1 du/40 acres.)
- b. Minimum Parcel Size — 40 gross acres.
- c. Minimum District Size — 200 gross acres.
- d. Maximum Building Coverage — None Specified.
- e. Maximum Building Height — 35 feet.

Maximum Population Density Average (MPDA)

On the average, there are 2.75 persons per household in the unincorporated portions of the County. As specified by 2.75 persons per dwelling unit multiplied by the housing density specified by the minimum lot size on the Official Land Use Districts map, MPDA for this district is approximately 45 persons per square mile.

Intended Uses

This district provides sites for open space and recreational activities, single-family homes on very large parcels and similar and compatible uses.

Agriculture (AG)

Purpose

- a. To recognize commercial agriculture as a desirable land use type and a major segment of the County's economic base.
- b. To identify areas where agriculture is the primary land use but where other secondary uses which are in direct support of agricultural uses may be permitted.
- c. To preserve the agricultural base of the County economy and encourage the open space values of these uses.
- d. To provide areas for both intensive and extensive agricultural pursuits.
- e. To identify areas of commercial (**prime** and non-prime) agricultural soils and operations.

Locational Criteria

- a. Areas previously designated as agricultural preserve, whether or not they are under contract.
- b. Areas that may be eligible for designation as an agricultural preserve.
- c. Areas where the only residential uses allowed are for property owners or employees actively engaged in agricultural operations.
- d. Rural areas where existing land uses are mainly truck crops, specialty crops, row and field crops, irrigated crops and pasture, irrigated vineyards and orchards, dry farm orchards and vineyards, dry farm and grain, grazing and rangeland on parcels of 10 acres or greater.
- e. Areas where parcel sizes and ownership patterns are sufficiently large to accommodate agricultural operation, buffered from incompatible land uses.
- f. Areas with limited infrastructure facilities and where limited public improvements shall be planned or developed in the next 20 years.

- g. Areas that are not adjacent to a Single or Multiple Residential (RS or RM) District except where the minimum parcel size in the Residential District is 1 acre or larger.

Building Intensity Standards

- a. Maximum Housing Density — 0.10 du/acre. (1 du/10 acre.)
- b. Minimum Parcel Size — 10 gross acres.
- c. Minimum District Size — 100 gross acres.
- d. Maximum Building Coverage — None Specified.
- e. Maximum Building Height — 35 feet.

Maximum Population Density Average (MPDA)

On the average, there are 2.75 persons per household in the unincorporated portions of the County. As specified by 2.75 persons per dwelling unit multiplied by the housing density specified by the minimum lot size on the Official Land Use Districts map, MPDA for this district is approximately 176 persons per square mile.

Intended Uses

This district provides sites for commercial agricultural operations, agriculture support services, rural residential uses and similar and compatible uses. **Open space and recreation uses may occur on non-farmed lands within this district.**

Rural Living (RL)

Purpose

- a. To encourage appropriate rural development where single family residential is the primary use.
- b. To identify areas where rural residences may be established and where associated related animal uses may be permitted.
- c. To prevent inappropriate demand for urban services.
- d. To establish areas where non-agricultural activities are the primary use of the land, but where agriculture and compatible uses may co-exist.

Locational Criteria

- a. Areas generally adjacent to urbanizing centers, with existing land uses including limited agriculture, mining and quarrying, energy production operations, public and private recreation areas, rural residences and vacation cabins, and watershed, wildlife and open space uses.
- b. Areas with limited, low-density development or mountainous areas with moderate slopes or soils of poorer quality than in agricultural areas.
- c. Areas where rural residences are the primary use of the land, but where agriculture and other compatible uses such as hunting clubs, dude ranches, RV parks, etc., may be found or located.
- d. Areas with soil conditions suitable for limited agriculture capability, which may nevertheless be eligible for Agricultural Preserve status.
- e. Areas with partial public services and limited public improvements.

Building Intensity Standards

- a. Maximum Housing Density — 0.40 du/acre. (1 du/2.5 acres)
- b. Minimum Parcel size — 2.5 gross acres.
- c. Minimum District size — 30 gross acres.
- d. **Maximum Building Coverage — 20%.**
- e. Maximum Building Height — 35 feet.

Maximum Population Density Average (MPDA)

On the average, there are 2.75 persons per household in the unincorporated portions of the County. As specified by 2.75 persons per dwelling unit multiplied by the housing density specified by the minimum lot size on the Official Land Use Districts map, MPDA for this district is approximately 720 persons per square mile.

Intended Uses

This district provides sites for rural residential uses, incidental agricultural uses, and similar and compatible uses.

Single Residential (RS)

Purpose

- a. To provide areas for single-family homes on individual lots.
- b. To provide areas for accessory and non-residential uses that complement single residential neighborhoods.
- c. To discourage incompatible non-residential uses in single-family residential neighborhoods.

Locational Criteria

- a. Areas that are not adjacent to Regional Industrial or Agriculture District except where the ultimate minimum residential parcel sizes shall be 1 acre or larger.
- b. Areas that are within one mile of major arterial and/or existing major public transit route.

Building Intensity Standards

- a. Maximum Housing Density — 4 du/acre.
- b. Minimum Net Parcel Size — 7,200 sq. ft.
- c. Minimum District Size — 10 acres.
- d. **Maximum Building Coverage — 40%.**
- e. Maximum Building Height — 35 feet.

Maximum Population Density Average (MPDA)

On the average, there are 2.75 persons per household in the unincorporated portions of the County. As specified by 2.75 persons per dwelling unit multiplied by the maximum housing density specified for the RS District, MPDA for this district is 7,040 persons per square mile.

Intended Uses

This district provides sites for single-family residential uses, incidental agricultural and recreational uses, and similar and compatible uses.

Multiple Residential (RM)

Purpose

- a. To provide areas for attached, detached, and/or mixed residential development with a wide range of densities and housing types.
- b. To efficiently relate higher density residential development to community utilities and facilities as well as site characteristics.
- c. To locate parcels appropriate for development at higher residential densities in closer proximity to community services and facilities.
- d. To offer a wide range of residential living environments.
- e. To allow diverse non-residential activities compatible with a multi-family neighborhood.

Locational Criteria

- a. Areas of existing multi-family development.
- b. Areas that have, or are programmed to receive full urban services.
- c. Areas with slopes generally less than 16%. (Increased lot sizes shall be required as slope increases).
- d. Areas in centralized urban locations having close proximity to major commercial and public facilities, where urban infrastructure, circulation and neighborhood and community facilities that are capable of handling high density residential development are located or planned.
- e. Areas that are not adjacent to Regional Industrial (IR) District, Agriculture (AG) District and/or mining operations except when the area is large enough to leave a buffer yard of 75 feet between the Districts and/or uses, or when the **Open Space Ratio (OSR)** of the total multiple family development is 0.60 or greater.
- f. Areas adjacent to, or near a major arterial and/or existing major public transit route.

Building Intensity Standards

- a. Maximum Housing Density — 14 du/ac and a min. of 3,000 sq. ft/du.
- b. Minimum Net Parcel Size — 10,000 sq. ft.
- c. Minimum District Size — 10 gross acres.
- d. **Maximum Building Coverage — 60%.**
- e. Maximum Building Height — 35 feet.

Maximum Population Density Average (MPDA)

On the average, there are 2.75 persons per household in the unincorporated portions of the County. As specified by 2.75 per dwelling unit multiplied by the (RM) District Land Use Map Density specified by the minimum size of each dwelling unit on the Official Land Use Districts map, MPDA for this district is 24,640 persons per square mile.

Intended Uses

This district provides sites for multiple residential uses, single residential uses, mixed residential uses, and similar and compatible non-residential uses and activities.

Neighborhood Commercial (CN)

Purpose

To provide suitable locations for retail and service commercial establishments intended to meet daily convenience needs of a residential area.

Locational Criteria

- a. Areas adjacent to or in close proximity to residential districts/uses.
- b. Areas adjacent to a major arterial street or any road intersection.
- c. Areas with less than 20% slopes.

Building Intensity Standards

- a. Minimum Parcel Size — 1 acre.

- b. Minimum District Size — **1 acre.**
- c. **Maximum Building Coverage — 40%.**
- d. Maximum Building Height — 35 ft.
- e. Maximum Floor Area Ratio (FAR) — 0.47.

Maximum Population Density Average (MPDA)

Residential uses, except Social Care facilities, hotels, motels and other transient lodgings, are not permitted in commercial districts. MPDA for this District is 1,000 persons per square mile.

Intended Uses

This district provides sites for retail trade and personal services, repair services, lodging services, professional services, recreation and entertainment services, and similar and compatible uses.

Office Commercial (CO)

Purpose

- a. To provide office and space for professional groups in community centers and civic areas.
- b. To allow for public and quasi-public uses, which are compatible with a centralized urban location or a transitional area.
- c. To provide for the concentration of office uses for their mutual benefit and convenience as well as convenience to the general public.
- d. To establish areas for the conduct of business in a manner that will minimize conflicts and adverse impacts on other land uses.
- e. To encourage conversion and renovation of historic or architecturally significant buildings which are located in office and professional areas.

Locational Criteria

- a. Areas set aside to support concentration of office uses, making office and professional activities more visible and easily accessible to the public.

- b. Peripheral areas of central business districts near to commercial and public uses.
- c. Areas between a residential district and a major highway, or more intensive commercial or industrial districts.
- d. Areas of mixed, non-residential uses compatible with business activities.
- e. Areas with primary access from major arterial or collector, avoiding the use of local residential streets for services and deliveries.
- f. Areas adjacent to major arterial, major divided or freeway and/or that are within one half (1/2) mile of a public transit route.
- g. Areas with full urban services and infrastructure facilities.

Building Intensity Standards

- a. **Minimum Parcel Size — 5 acres.**
Minimum Parcel Size may be less than 5 acres if an application for a PD or CUP is filed concurrently with subdivision application.
- b. Minimum District Size — 5 gross acres.
- c. **Maximum Building Coverage — 60%.**
- d. Maximum Building Height — 60 feet.
- e. Maximum Floor Area Ratio (FAR) — 0.90.

Maximum Population Density Average (MPDA)

Residential uses, except Social Care facilities, hotels, motels and other transient lodgings, are not permitted in Commercial districts. MPDA for this district is 640 persons per square mile.

Intended Uses

This district provides sites for professional services, and similar and compatible uses.

Rural Commercial (CR)

Purpose

To provide sites in rural areas where a range of commercial services intermixed with residential uses can be established, which are limited in scope and intensity and meet the needs of the remote population and the traveling public.

Locational Criteria

- a. Areas that are classified rural in this plan (Improvement Levels 4 and 5) and have a low concentration of population not exceeding 500 people per square mile.
- b. Areas along major remote thoroughfares or intersections.
- c. Areas where a mixture of uses can coexist without conflict and there is no need to use multiple commercial districts to separate land uses.
- d. Areas where there is no competing commercial core.
- e. Areas where special design considerations are not necessarily required to ensure compatibility with surrounding land uses and the community.
- f. Areas not within any city sphere of influence.

Building Intensity Standards

- a. Minimum Parcel Size — 2.5 acres.
Minimum parcel size may be less than 2.5 acres if an application for a PD or CUP is approved concurrently with a subdivision application.
- b. Minimum District Size — 2.5 acres.
- c. Maximum Building Coverage — 60%.
- d. Maximum Building Height — 35 ft.
- e. Maximum Floor Area Ratio (FAR) — 1.20

Maximum Population Density Average (MPDA)

This commercial district allows primary residential uses to be intermixed with commercial uses. MPDA for this District is 500 persons per square mile.

Intended Uses

To provide suitable locations for retail and personal services, professional services, open lot services, lodging services, recreation and entertainment services, contract construction services and transportation services to meet the needs of the rural population. Residential and agricultural uses are allowed but are secondary in importance to the commercial uses.

Highway Commercial (CH)

Purpose

To provide suitable locations for retail and service commercial establishments intended to meet the daily convenience needs of the traveling public.

Locational Criteria

- a. Areas occupied or intended to be occupied by a relatively contiguous grouping of businesses which provide transient services to travelers on major highways.
- b. Areas designed to preserve a block of land for the use of small, somewhat isolated transient commercial uses along major highways.
- c. Areas that are classified rural or rurban in this plan (Improvement Levels 3-5).

Building Intensity Standards

- a. Minimum Parcel Size - 5 acres.
Minimum parcel size may be less than 5 acres if an application for a PD or CUP is approved concurrently with a subdivision application.
- b. Minimum District Size - 5 acres.
- c. Maximum Building Coverage - 65%.

- d. Maximum Building Height - 60 ft.
- e. Maximum Floor Area Ratio (FAR) - 1.20.

Maximum Population Density Average (MPDA)

Residential uses, except Social Care facilities, hotels, motels and other transient lodgings, are not permitted in commercial districts. MPDA for this District is 1,000 persons per square mile.

Intended Uses

This district provides sites for retail trade and personal services, repair services, lodging services, recreation and entertainment services, transportation services, and similar and compatible uses.

General Commercial (CG)

Purpose

Provide appropriately-located areas for stores, offices, service establishments and amusements, offering a wide range of commodities and services scaled to meet neighborhood and community needs.

Locational Criteria

- a. Concentrated retail business and service areas that supply daily community commercial needs.
- b. Areas of retail commercial uses in central business districts providing local and regional trade services.
- c. Areas adjacent to a major arterial street, highway or freeway or at the intersection of two major arterial streets.
- d. Areas with full urban services and infrastructure facilities.

Building Intensity Standards

- a. Minimum Parcel Size — 5 acres.
Minimum parcel size may be less than 5 acres if an application for a PD or CUP is filled concurrently with subdivision application.
- b. Minimum District Size — 5 gross acres.
- c. Maximum Building Coverage — 60%.

- d. Maximum Building Height — 60 ft.
- e. Maximum Floor Area Ratio (FAR) — 1.20.

Maximum Population Density Average (MPDA)

Residential uses, except Social Care facilities, hotels, motels and other transient lodgings, are not permitted in Commercial districts. MPDA for this district is 1,500 persons per square mile.

Intended Uses

This district provides sites for stores, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses.

Service Commercial (CS)

Purpose

- a. To provide suitable areas for a mixture of commercial and industrial use including manufacturing uses, where they will not adversely affect surrounding properties.
- b. To provide suitable locations for retail, wholesale, intensive commercial and service establishments.

Locational Criteria

- a. Areas normally characterized by heavy commercial, service and small-scale industrial uses.
- b. Areas where uses generally serve occasional needs rather than day-to-day needs.
- c. Areas and uses that will not create incompatible land use mixtures.
- d. Areas located to promote infill and restructuring of existing heavy and service commercial areas and discourage proliferation of scattered service uses.
- e. Areas appropriate for developments using planned development concepts where unified landscaping, signing, building design, service capabilities and adequate circulation can be ensured.

- f. Areas located to have access from major streets and/or major arterial streets to avoid use of residential streets for access or deliveries.
- g. Areas that are either at the intersection of two major arterial streets or adjacent to a major arterial street, major divided street or freeway, or served by railroad access.

Building Intensity Standards

- a. **Minimum Parcel Size — 5 acres.**
Minimum parcel size may be less than 5 acres if an application for a PD or CUP is filled concurrently with subdivision application.
- b. Minimum District Size — 5 gross acres.
- c. **Maximum Building Coverage — 65%.**
- d. Maximum Building Height — 60 ft.
- e. Maximum Floor Area Ratio (FAR) — 1.20.

Maximum Population Density Average (MPDA)

Residential uses, except Social Care facilities, hotels, motels and other transient lodgings, are not permitted in Commercial districts. MPDA for this district is 1,500 persons per square mile.

Intended Uses

This district provides sites for a mixture of heavy commercial uses and light industrial uses including light manufacturing uses, and similar and compatible uses.

Community Industrial (IC)

Purpose

- a. To identify and establish areas suited to industrial activities.
- b. To provide opportunities for the concentration of industrial uses to enable efficient use of transportation, circulation and energy facilities.
- c. To protect adjacent land uses from harmful influences, as well as to prevent the intrusion of incompatible uses into industrial areas.

Locational Criteria

- a. Areas located within urban areas where full urban services are available.
- b. Areas of existing industrial uses.
- c. Areas physically suited for industrial activities.
- d. Areas that are or can be adequately buffered from adjacent uses in other land use categories.
- e. Areas adjacent to major transportation terminals and energy facilities.
- f. Areas where industrial traffic is not routed through residential or other areas not compatible with industrial traffic.
- g. Areas that are at the intersection or have direct access to major arterial or major divided streets or a freeway, or are served by railroad access.
- h. Areas appropriate for development of large acreages using the concepts of planned development to provide industrial parks with unified landscaping, signing, building design, services, infrastructure and circulation.
- i. Areas located peripheral to urban areas where residential or long-term agricultural uses are inappropriate.
- j. Areas that have stable soil with average slope of 10% or less.

Building Intensity Standards

- a. **Minimum Parcel Size — 5 acres.**
Minimum parcel size may be less than 5 acres if an application for a PD or CUP is filled concurrently with subdivision application.
- b. Minimum District Size — 5 gross acres.
- c. **Maximum Building Coverage — 70%.**
- d. Maximum Building Height — 75 ft.
- e. Maximum Floor Area Ratio (FAR) — 97%.

Maximum Population Density Average (MPDA)

Residential uses, except caretaker or accessory residential uses (one per legally created parcel), are not permitted in the IC District. MPDA for this district is 640 persons per square mile.

Intended Uses

This district provides sites for light industrial uses such as light manufacturing uses, wholesale/warehouse services, contract/construction services, transportation services, agriculture support services, incidental commercial and accessing residential uses, and similar and compatible uses.

Regional Industrial (IR)

Purpose

- a. To identify and establish areas suitable for major industrial centers or a single large industrial plant having two hundred thousand (200,000) or more square feet of floor area, or more than five hundred (500) employees on any shift.
- b. To provide sites for industrial uses which have severe potential for negative impacts on any uses which would locate relatively close to them.
- c. To identify areas intended to be eventually utilized for industrial purposes to support the public need for manufacturing uses and employment opportunities.

Locational Criteria

- a. Areas located within urban areas where full urban services are available.
- b. Areas of existing industrial uses.
- c. Areas physically suited to industrial activities.
- d. Areas that are or can be adequately buffered from adjacent uses in other land use categories.
- e. Areas adjacent to major transportation terminals and energy facilities.

- f. Areas where industrial traffic is not routed through residential or other areas not compatible with industrial traffic.
- g. Areas that have direct access to major arterial or major divided streets or freeways, or are served by railroad access.
- h. Areas appropriate for development of large acreages using the concepts of planned development to provide industrial parks with unified landscaping, signing, building design, services, infrastructure and circulation.
- i. Areas located peripheral to urban areas where residential or long-term agricultural uses are inappropriate.
- j. Areas that have stable soil with average slope of 10% or less.

Building Intensity Standards

- a. **Minimum Parcel Size — 5 acres.**
Minimum parcel size may be less than 5 acres if an application for a PD or CUP is filled concurrently with subdivision application.
- b. Minimum District Size — 30 gross acres.
- c. **Maximum Building Coverage — 70%.**
- d. Maximum Building Height — 150 ft.
- e. Maximum Floor Area Ratio (FAR) — 0.94.

Maximum Population Density Average (MPDA)

Residential uses, except caretaker units or accessory residential uses (one per legally created parcels), are not allowed in the IR District. MPDA for this district is 256 persons per square mile.

Intended Uses

This district provides sites for heavy industrial uses that have the potential to generate severe negative impacts, incidental commercial uses, agricultural support services, salvage operations, and similar and compatible uses.

Institutional (IN)

Purpose

- a. To identify existing lands and structures committed to public facilities and public agency uses and proposed public facilities, where site selection has not occurred.
- b. To provide areas for development of future public facilities to meet public needs.
- c. To enable identification of potential facility locations that satisfy both community and regional needs relating to the population levels being served.
- d. To identify potential facility sites in advance of immediate need so that facility design and location may be based on the character of the area being served and can also be compatible with and supportive of the comprehensive plans of agencies within the facility service area.

Locational Criteria

- a. Areas with existing public or quasi-public facilities and uses, or publicly-owned lands intended for development with public facilities.
- b. Areas that satisfy the specialized site location requirements of public facilities, where facilities will be visible and accessible to their users.

Building Intensity Standards

- a. Minimum Parcel Size — None Indicated.
- b. Minimum District Size — None Indicated.
- c. **Maximum Building Coverage — 70%.**
- d. Maximum Structure Height — 150 ft.
- e. Maximum Floor Area Ratio — 1.20.

Maximum Population Density Average (MPDA)

Residential uses, except hospitals, prisons, college campuses/dormitories and day care facilities/boarding schools, are not permitted in the Institutional district. MPDA for this district is 1,000 persons per square mile.

Intended Uses

This district provides sites for public and quasi-public uses facilities, and similar and compatible uses.

Planned Development (PD)

Purpose

- a. To allow a combination of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources.
- b. To identify areas suitable for large scale planned developments and to allow cluster type development in order to provide more open space.
- c. To allow joint planning efforts such as Specific Plans, Area Plans, etc., among adjacent land owners and jurisdictions.

Locational Criteria

Areas that need/require special planning studies.

Building Intensity Standards

- a. Minimum Parcel Size — 40 acres.
- b. Minimum District Size — 40 acres.
- c. **Maximum Building Coverage — 70%.**
- d. Maximum Building Height — 50 ft.
- e. Maximum Floor Area Ratio (FAR) — 1.20.
- f. Maximum housing density will vary according to the Planned Development or Specific Plan, but shall not exceed 14 du/acre. In the interim, Maximum housing density shall be one (1) dwelling unit (du) per parcel.

Maximum Population Density Average (MPDA)

The MPDA will vary, but shall not exceed 24,560 persons per square mile. This assumes a maximum housing density of 14 du/acre multiplied by 2.75 persons per dwelling unit (du).

Intended Uses

This district provides sites for a combination of residential, commercial, industrial, agricultural, open space and recreation uses, and similar and compatible uses.

Floodway (FW)

Purpose

- a. To identify and preserve areas for flood flow, such as the channel of a river or drainage way, and those portions of the floodway adjoining the channels which are required to effectively carry the discharge of floodwater or floodflow of any river or stream.
- b. To protect floodways from encroachment by land uses which would be endangered when floodway channels are full or are overflowing into that portion of an adjacent floodplain that becomes part of the channel.
- c. To prohibit occupancy or the encroachment of any structure, improvement or development that would unduly affect the capacity of the floodway or unduly increase flood heights.
- d. To prevent the loss of life or property caused by floodwater runoff.
- e. To designate natural and man-made floodway and their adjacent areas on a map in order to coordinate flood drainage and land development.

Locational Criteria

- a. Areas identified as major flood channels by the Drainage Section of the County Land Management Department.
- b. Areas where extensive flooding conditions require the curtailment of development.
- c. Areas that have been identified, mapped and designated as floodway by the Federal Flood Insurance Administration.

Building Intensity Standards

- a. Maximum Housing Density — Not applicable.
- b. Minimum Parcel Size — 10 acres.

- c. Minimum District Size — None specified.
- d. Maximum Lot Coverage — None specified.
- e. Maximum Structure Height — 35 feet.

Maximum Population Density Average MPDA

Residential uses, except houseboats, are not permitted in the Floodway (FW) District. MPDA for this district is 10 persons per square mile.

Intended Uses

This district provides sites for animal raising, grazing, crop production, and similar and compatible uses.

Specific Plan (SP)

Purpose

- a. To designate an area that encompasses the boundaries of an adopted Specific Plan.
- b. To allow joint planning efforts among adjacent land owners and jurisdictions.

Locational Criteria

Areas that need or require special planning studies.

Building Intensity Standards

- a. Minimum Parcel Size — As determined by the Specific Plan.
- b. Minimum District Size — As determined by the Specific Plan.
- c. Maximum Building Coverage — As determined by the Specific Plan.
- d. Maximum Building Height — As determined by the Specific Plan.
- e. Maximum Floor Area Ratio (FAR) — As determined by the Specific Plan.
- f. Maximum housing density will vary according to the Specific Plan, but shall not exceed 14 du/acre.

Maximum Population Density Average (MPDA)

The MPDA will vary in accordance with the Specific Plan, but shall not exceed 24,560 persons per square mile. This assumes a maximum housing density of 14 du/acre multiplied by 2.75 persons per dwelling unit (du).

Intended Uses

This district provides sites for a combination of residential, commercial, industrial, agricultural, open space, recreational and similar compatible uses as determined by the Specific Plan.

ii. Improvement Standards

Additional public facilities and services are usually required when new residential, commercial or industrial uses are established. In several areas, major public service and facility deficiencies already exist. Projected growth may add to this problem and may create new problems in other areas as well. In order to ensure that future developments do not become fiscal liabilities to County residents, policies were developed to require that future development proceeds at a pace commensurate with the provision of services.

The County recognizes that there is a direct relationship between the intensity of land uses and the amounts of facilities and services that are needed to support such uses. Analyses of subdivision and development activities in the County show that

Concrete
pipes lined
up along a
street;
Chino

Photo

there are basically five levels of development intensity, ranging from very high density developments in urban areas, to very low density developments in very rural areas. The amount of infrastructure facilities and services required in areas with high density development is significantly more than that required in areas with low density development. Thus, the County established onsite and offsite improvement standards that are deemed essential in

each of the five different levels of development intensity mentioned earlier. This system of matching development intensity with essential improvements is referred to as the "Improvement Level" (IL) system.

Five ILs were established to correspond with the five different intensity levels. At the one end of the scale, IL 1 is applied to very urban areas, while at the other end of the scale, IL 5 is applied to very rural areas. Improvement Levels are assigned to an area based on the long-term planned development and lifestyle commitment of the area. Future development is expected to provide the appropriate and applicable infrastructure facilities and services prior to, or in concert with anticipated or proposed development. The Improvement Level for each area is as depicted on the Infrastructure/Improvement Levels Overlay Map.

Figures II-14, II-15 and II-16 list the required improvements for the five different levels of development intensity in the Valley, Mountain and Desert respectively. The Improvement Levels will be applied to all applications, including all building permits, in the future. Initially, however, they will be applied to the following:

- All divisions of land
- All commercial, industrial, and institutional use applications
- Multiple family residential use applications
- Discretionary single-family residential use applications

Applicants requesting building permits for single-family residential units on parcels that were legally created prior to the adoption of this plan shall be exempt from Improvement Level requirements unless required by various departmental standards such as the interim development standards adopted in September, 1988. The Improvement Level standards shall be implemented by standards and guidelines available with applications.

Application of Improvement Levels

Improvement Level 5 (IL5)

Level 5 is applied to areas with little or no development potential, and where only very sparse development is expected in the long term. These areas are typically in remote or inaccessible locations, or in relatively vast open space areas where severe environmental and physical constraints or lack of resources virtually preclude development.

Typical Ultimate Lot Size: Greater than 20 Acres

Improvement Level 4 (IL 4)

Level 4 is applied to areas where only a limited amount of low-density development is planned or anticipated due to resource constraints and/or a desire to maintain a rural living environment. Required improvements are intended to protect the public health and safety and focus primarily on safe access and the availability of local or onsite water. These areas are not expected to convert to higher densities during the term of the Plan.

Typical Ultimate Lot Sizes - 5 Acres to 20 Acres

Improvement Level 3 (IL 3)

Level 3 is typically applied to areas that may be considered "transitional," i.e., areas that are difficult to label either rural or urban. An example of a Level 3 area might be a low-density residential area that is near an urban or urbanizing area. Such an area might have a significant amount of low-to-moderate density residential development or large acreage which is expected to convert to a higher density in the next five to ten years.

Typical Ultimate Lot Sizes: 1 acre to 5 Acres

Improvement Level 2 (IL 2)

Level 2 is applied to areas where the planned density of development in the short term is relatively high, and areas that are partially developed and/or subdivided at an established land use pattern predominantly of one acre or less in size, and where existing infrastructure facilities and distribution systems are largely in place.

Typical Ultimate Lot Size: 1/2 Acre to 1 Acre

Improvement Level 1 (IL 1)

Level 1 is applied to those areas planned for the most dense and highest intensity level of development. This may include large areas designated for commercial, industrial or multi-family residential uses, city spheres of influence areas planned for high-density uses, and higher-density single family residential uses. In most cases, IL 1 is suitable in what may be considered the core areas of established urban or urbanizing communities.

Typical Ultimate Lot Size: less than 1/2 Acre.

Exemptions

Often land divisions occur where the land is divided into parcels larger than the minimum size allowed in the district. Where this occurs, strict application of the standards of the Improvement Level may not be necessary. For example, in areas designated IL 1 and 2, land may be divided into parcels of 5 acres and greater and be subject to the IL 4 standards. In areas designated IL 3, land may be divided into parcels of 10 acres and greater and meet the IL 4 standards. In both of the above instances, any of the standards of the Improvement Level in which the land lies may be applied if required for reasons of public health and safety.

Figure II-14
Improvement Standards - Valley (shown on Infrastructure Overlay)

	IMPROVEMENT LEVELS				
STANDARDS	1	2	3	4	5
Legal and physical access	●	●	●	●	●
Grants of Easements ¹	●	●	●	●	●
Paved access	●	●	● ²		
Curbs and gutters	●	●	● ³		
Sidewalks	●	1/2 ⁴			
Street lights at standard spacing	●				
Street lights at midblock		●			
Street lights at intersections only			●		
Water purveyor	●	●	● or		
Substantiated well water			● ⁵	●	
Sewer ⁶	● or	● or	● or		
Septics	●	●	●	●	●
Drainage improvements ²	●	●	●		
Paved dip section	●	●	●	●	
Fireflow	●	●	●		
¹ Includes necessary rights-of way for transportation and circulation, drainage and flood control facilities, and utilities.					
² The requirement will be waived in areas where a sub-regional plan and fee or other financing mechanism exists to provide necessary improvements. Provided, however, that the Transportation/Flood Control Department may require additional improvements if necessary for reasons of health and safety.					
³ Curbs and gutters shall be required by the Transportation/Flood Control Department if necessary for reasons of health and safety.					
⁴ Sidewalks may be required on both sides of the street by the Transportation/Flood Control Department if necessary for reasons of health and safety.					
⁵ Individual well allowed if site does not overlie aquifer in state of overdraft.					
⁶ Sewers shall be required as necessary by the EHS Department if necessary for reasons of health and safety.					

Figure II-15
Improvement Standards - Mountain (shown on Infrastructure Overlay)

STANDARDS	IMPROVEMENT LEVELS				
	1	2	3	4	5
Legal and physical access	●	●	●	●	●
Grants of Easements ¹	●	●	●	●	●
Paved access	●	●	● ²		
Curbs and gutters ³	●	●			
Sidewalks ³	●	1/2			
Street lights at intersections only	●	●			
Water purveyor	●	●	● or		
Substantiated well water			● ⁴	●	
Sewer ⁵	● or	● or			
Septics	●	●	●	●	●
Drainage improvements ²	●	●	●		
Paved dip section	●	●	●	●	
Fireflow	●	●	●		
¹ Includes necessary rights-of way for transportation and circulation, drainage and flood control facilities, and utilities.					
² The requirement will be waived in areas where a sub-regional plan and fee or other financing mechanism exists to provide necessary improvements. Provided, however, that the Transportation/Flood Control Department may require additional improvements if necessary for reasons of health and safety.					
³ Curbs, gutters and sidewalks may be required by the Transportation/Flood Control Department if necessary for reasons of health and safety. Asphalt berms may be required where curbs and gutters are not required.					
⁴ Individual well allowed if site does not overlie aquifer in state of overdraft.					
⁵ Sewers shall be required as necessary by the EHS Department if necessary for reasons of health and safety.					

Figure II-16
Improvement Standards - Desert (shown on Infrastructure Overlay)

STANDARDS	IMPROVEMENT LEVELS				
	1	2	3	4	5
Legal and physical access	●	●	●	●	●
Grants of Easements ¹	●	●	●	●	●
Paved access	●	●	● ²		
Curbs and gutters	●	●	● ³		
Sidewalks	●	1/2 ⁴			
Street lights at standard spacing	●				
Street lights at intersections only		●			
Water purveyor	●	●	● or		
Substantiated well water			● ⁵	●	
Sewer ⁶	● or	● or			
Septics	●	●	●	●	●
Drainage improvements ²	●	●	●		
Fireflow	●	●	●		
¹ Includes necessary rights-of way for transportation and circulation, drainage and flood control facilities, and utilities.					
² The requirement will be waived in areas where a sub-regional plan and fee or other financing mechanism exists to provide necessary improvements. Provided, however, that the Transportation/ Flood Control Department may require additional improvements if necessary for reasons of health and safety.					
³ Curbs and gutters shall be required by the Transportation/Flood Control Department if necessary for reasons of health and safety.					
⁴ Sidewalks may be required on both sides of the street by the Transportation/Flood Control Department if necessary for reasons of health and safety.					
⁵ Individual well allowed if site does not overlie aquifer in state of overdraft.					
⁶ Sewers shall be required as necessary by the EHS Department if necessary for reasons of health and safety.					

iii. Maps

The General Plan Text is supported by a series of thematic maps which are adopted as part of the General Plan data base. In all, there are five series of maps:

- a. The Official Land Use Districts Map
- b. Composites of Overlays for:
 - i) Hazards/Noise
 - ii) Resources
 - iii) Transportation/Circulation
 - iv) Infrastructure/Improvement Levels.

The Official Land Use Districts Map is a graphic representation of the location and distribution of the Official Land Use Districts that are applied in the County. The boundaries of the Official Land Use Districts are parcel specific. This map serves as the primary base map of the Countywide Map Atlas system.

Overlays are applied to areas with special or unique physical characteristics. In such areas, special policies, and special development and performance standards may be established to protect public health and safety.

Hazards Overlay Maps

The Hazards Overlay Maps depict areas of known hazards, both natural and man-made. They include the following:

Geologic

- a. Seismic
 - i) Alquist-Priolo Special Studies Zones - Those areas of known active or potentially-active faults that have been studied and mapped by the California Division of Mines and Geology. These include, but are not limited to, areas presently within the Alquist-Priolo Study Zone series which are used as a guide to more precise geologic investigations when land is subdivided or developed. (Other areas of active faults will be included when identified, studied and mapped.)

- ii) Liquefaction - Areas where a combination of high groundwater, sandy soil types and a high degree of seismic activity combine to form a high susceptibility to liquefaction, as identified by the State Division of Mines and Geology.

b. Landslide

Areas identified as having existing landslides or highly susceptible areas as identified by the US Geological Survey. An ongoing mapping process will identify and include more areas as studies are completed.

Flood

Those areas identified as Floodplain areas (with the path of a 100 year flood) by the Federal Emergency Management Agency on Flood Insurance Rate Maps. Floodway areas are shown on the Official Land Use Districts Map as a separate Land Use District.

Fire

All those areas subject to wildland/urban intermix and high fire hazard as identified by the County Fire Warden including, but not limited to, areas previously designated in Mountain Fire Zone, and the Hillside and Foothill Fire Hazard Zones.

Noise

Aircraft Noise Contours are the only noise contours shown on the Hazards Overlay Maps at this time. Tabulated contours for both traffic and railroad noise are found in the complete Noise Element (under separate cover).

Aviation Safety Areas

These are, in many cases, concurrent with the Aircraft Noise Contours and are more extensively explained in Section II-B which contains the policies on Aviation Safety and includes a listing of all areas identified by the Federal Aviation height limitations imposed by Part 77 of the Federal Aviation Regulations. These outlines generally identify areas influenced by operations within all public airports operating within San Bernardino County and its cities. They provide an initial basis in many cases for more precise delineation of airport land use planning areas administered by the Airport Land Use Commissions of San Bernardino County.

While this list provides a complete list of mapped hazards now available, other hazards may be added as studies are completed and additional hazards mapped. (See Section II, A and B Policies.) These maps show areas where a reasonable concern is indicated. However the sources for this data were generally mapped on USGS quad sheets and are, therefore, not parcel specific. Each overlay has a varying degree of accuracy which is noted on the overlay maps.

Hazardous Waste

Those areas where a Hazardous Waste Facility has been approved. The Hazardous Waste Overlay District is applied to ensure that hazardous waste facilities are sited in areas that protect public health, safety, welfare and the environment, to buffer hazardous waste facilities so that incompatible uses cannot be permitted in the future, to identify permitted uses of the overlay, and to outline the permit review procedures.

Natural Resources Overlay Maps

The Natural Resources Overlay Maps will depict the following:

Biological

- Habitat areas of threatened, endangered and rare plants and animals and special habitat areas, as identified by Federal and State agencies and County Code.

Cultural

- Archeological and historic resources as identified by the County Museum Archeological Information Center.

Paleontological

- Areas identified by the County Museum Curator of Earth Sciences as having known or potential resource sensitivity.

*Open Space/Recreation/Scenic - **Regional Trail Alignments, Open Space Areas, Wildlife Corridor Zones, Green Belt Areas, Buffer Areas***

- Open space may be shown as areas mapped for fire, seismic and flood hazards, Scenic Routes and Institutional designations.

Important Farmlands

- Areas designated in the Important Farmland Map Series.

Agricultural Preserves

- Areas designated as Agricultural Preserves by the Board of Supervisors.

Mineral Resource Zones (MRZs)

- Areas mapped by the State Geologist are classified, designated and identified as mineral resources areas.

Water Resources

- Rivers, streams, lakes and reservoirs.

Transportation/Circulation Maps

The General Plan Transportation/Circulation Maps utilize a computerized mapping system developed by the Land Management Department's Data Systems Section. The hierarchy of roads and highways is shown in tabular form (Policy TC-1) in the Transportation/Circulation Chapter, Section II D. Road designations on the maps indicate the ultimate planned road facility. A road shown as "existing" will indicate that there is an existing road on the ground, however, the existing road may not necessarily be built to its ultimate width. A road shown as "proposed" will indicate that there is no road on the ground at present.

The Major Arterial Highway, Major Divided Highway, Major Highway, Secondary Highway and Controlled/Limited Access Collector designations generally apply only in the Valley and Desert areas of the County; in some cases these highways are utilized within the Mountain areas of the San Bernardino National Forest, as in the case of State Highway 138. The Mountain Major Highway and Mountain Secondary Highway designations apply only within the National Forest boundaries of the San Bernardino and San Gabriel Mountains. Freeways and State highways with special standards or conditions can apply anywhere. In addition to the above highways, the Transportation/Circulation Maps include public use airports, major military airports, rail lines, Park and Ride facilities, and terminals for rail and bus transportation.

Infrastructure/Improvement Level Maps

The combined Infrastructure/Improvement Level Maps show the general location of waste disposal sites (both County and non-County operated), sewage treatment plants, public schools (unincorporated areas only), homeless shelters in operation as of February, 1988, and the Improvement Level (IL) areas 1 through 5 which are explained in this Section.

The IL areas are tied to the availability of the basic infrastructure required for development (roads, water and wastewater facilities). Required levels of service are established for all areas ranging from the most intense urban areas (IL 1) to the least intense rural areas (IL 5). Development can be permitted to the degree allowed by a site's official land use designation only when infrastructure facilities are or planned to be in place at levels consistent with the designated IL areas.

b. GROWTH MANAGEMENT

i. Growth Monitoring

Construc-
tion of
new fire
station;
Ontario

According to SCAG estimates, the population of the County will be 2.2 million in the year 2010. Of this, 977,470 (44.37%) will be in the unincorporated portion of the County. This figure, which is an increase of 548,803 over the 1988 figure of 428,667, does not account for

Photo

new incorporations or annexations. This predicted population growth will result in the conversion of significant amounts of vacant land to residential, commercial and industrial development. Also, additional demands will be placed on the existing infrastructure facilities such as water/sewer systems and roads. Traffic congestion is predicted to increase significantly in and around economic activity locations, and along commute-travel paths, thus exacerbating the air pollution problems and increasing the demand for non-renewable energy resources. There is also a potential groundwater overdraft and severe shortage of potable water supplies in certain areas.

The County is currently developing three new systems: the Master Environmental Assessment (MEA), the Development Monitoring and Forecasting System (DMFS), and the Infrastructure Assessment and Reporting System (IARS). These systems are expected to monitor the County's population growth, its natural resources and the carrying capacity of the existing infrastructure facilities in the County with the intent of coordinating and correlating them with future development. These three components are designed to complement the General Plan.

Goals

D-51 *Ensure that the quality of life of County residents is not depreciated by future growth.*

D-52 *Ensure that future development proceeds at a pace consistent with the provision or acquisition of required infrastructure facilities and public services.*

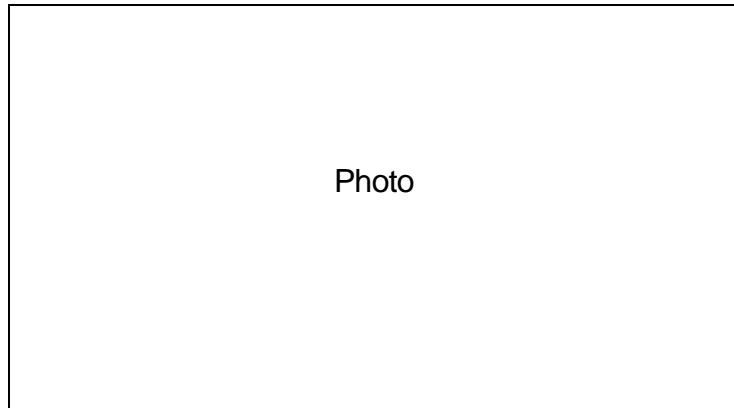
Policies/Actions

LU-6 Because the County desires to manage its future growth in order to ensure that the quality of life of its residents is enhanced, and because the County wants to optimize utilization of its existing natural and man-made resources, the following policies/actions regarding data collection, evaluation and retrieval shall be initiated in the third year (1989-90) of the ongoing General Plan maintenance program:

- a. Fund the Development Monitoring and Forecasting System (DMFS) and the Master Environmental Assessment (MEA). Utilize them to monitor population growth and its potential effects on existing infrastructure facilities and available natural resources. Determine that adequate public and private facilities, resources and/or services are available to serve proposed developments prior to issuance of any development or use permit.
- b. Develop and maintain an accurate up-to-date record system to monitor the extent and distribution of land, both developed and undeveloped, and the rate of land absorption.
- c. Establish systematic procedures for refining, updating and maintaining necessary data base maps, texts and statistics.
- d. Design measurements that successfully depict the quality of life and establish a quality of life index for the County.

ii. Urban/Rural Service Boundaries

One of the responsibilities of any local government is to encourage the provision of public services and facilities for its residents. Public services are defined as governmental services including sheriff and fire protection, healthcare, recreation and education programs which the County provides, or the provision



of which the County encourages or gives support. Public facilities are defined as the basic physical structures and infrastructure including roads, water distribution and storage systems, sewage collection and treatment facilities, and flood control and storm drain systems.

As development occurs, the demand for certain types of public services often increases. Public funds available to provide such services can be anticipated to be less than adequate to meet all public service needs. The location of new development in relation to existing facilities and service centers bears a direct relationship to the cost of providing services to that new development. The economics of land use often result in leap-frogging and sprawl; since land costs are lower in the urban-fringe areas, development often occurs in these areas instead of adjacent to existing developed areas. Such leap-frog growth requires extension of services across intervening, undeveloped land, resulting in higher costs for service extensions than would be required for concentric growth.

A basic problem in providing services is defining appropriate boundaries between urban and non-urban areas, and proper levels of services for each. For planning purposes, the County is divided into three (3) broad development areas - urban, rural and rural based on the following factors:

- Existing and anticipated level of development and level of build-out at planned densities.
- Current lot pattern/sizes.
- Proximity to water and sewer district service boundaries and capability for providing future service to designated areas.
- Availability of public services and the carrying capacity of existing infrastructure facilities.

- Proposed expansion/extension of existing, and development of new facilities.
- Hazards.
- Carrying capacity of existing natural resources.
- The extent and potential for damage to significant environmental resources.
- Spheres of influence/city boundaries.

Urban Areas (UA)

Urban areas are areas that are committed or planned for higher density/intensity uses. A full range of public facilities and services (including water, sewer, roads, flood control/drainage, police and fire services, etc.) shall be focused on these areas. Urban areas include:

1. Areas surrounded by incorporated cities.
2. Areas adjacent to incorporated cities, generally divided into parcels 5,000 square feet up to one (1) acre, and served by a water purveyor.
3. Areas within the sphere of influence of incorporated cities.

Urban areas should be suitable for urban land uses. The following Land Use Districts can be located within urban areas:

- | | |
|---------------------------|----|
| • Single Residential | RS |
| • Multiple Residential | RM |
| • Office Commercial | CO |
| • Neighborhood Commercial | CN |
| • General Commercial | CG |
| • Service Commercial | CS |
| • Community Industrial | IC |
| • Regional Industrial | IR |

Rurban Areas (RB)

Rurban Areas are designed to accommodate residential development opportunities for those who desire ex-urban, low density, or country living environment and are willing to assume the costs of providing many of their own services and

amenities. The low intensities accommodated in this district generally permit onsite septic systems and wells, thereby reducing public expenditures. These areas are not expected to be converted to higher intensities in the future; they are expected to be built as currently designated.

Rurban areas are areas that meet one or more of the following criteria:

1. Areas adjacent to incorporated cities, generally divided into parcels of one (1) acre up to five (5) acres.
2. Areas in remote locations with limited access already subdivided into parcels that are smaller than five (5) acres.
3. Areas where onsite disposal systems may be permitted.

The following Land Use Districts can be located in Rurban Areas:

- | | |
|---------------------------|------------------------------|
| • Rural Living | RL |
| • Single Residential | RS (1 acre min. parcel size) |
| • Neighborhood Commercial | CN |
| • Service Commercial | CS |
| • Community Industrial | IC |
| • Highway Commercial | CH |

Rural Areas (RA)

Rural areas are comprised of agricultural and unimproved lands and low-intensity residential development. These areas are not required for urban development at the present time and, according to current population projections, will not be required (for urban development) in the next twenty years. There is generally a long-term commitment to maintain a rural lifestyle in these areas. Although certain basic public services and facilities are available to these areas, few, if any, urban services are either available, planned or encouraged.

Rural areas are defined as lands which are generally suitable for lower-density/intensity land uses because they meet one or more of the following criteria:

1. Used for agriculture, general open space or as a watershed for a public water supply.
2. Isolated subdivided areas and commercial centers which are not adjacent to incorporated cities.
3. Divided into parcels of 5 acres or larger, next to an urban incorporated area.

4. Subdivided areas that use onsite wastewater management systems which are adjacent to, but not surrounded by incorporated areas.

The following Land Use Districts can be located in Rural Areas:

- | | |
|---------------------------|----|
| • Resource Conservation | RC |
| • Agriculture | AG |
| • Rural Living | RL |
| • Neighborhood Commercial | CN |
| • Service Commercial | CS |
| • Rural Commercial | CR |
| • Highway Commercial | CH |

The Planned Development (PD), Institutional (IN) and Floodway (FW) Districts can be located in any of the three areas.

Goals

D-53 *Establish new, and revise existing development standards for urban, rural and rural areas, regarding the needed infrastructure facilities and the types and levels of services capable of enhancing the quality of life of County residents and preserving their neighborhood and community identities.*

D-54 *Direct future growth to areas where infrastructure facilities and public services exist or can easily be provided or acquired and where other desired attributes of the land, such as open space, watershed areas and scenic resources, will not be adversely impacted.*

D-55 *Review and modify land development procedures to require that all necessary infrastructure improvement be constructed by new development as it occurs or appropriate fees be provided.*

D-56 *Provide new services only within defined urban and rural service boundaries.*

D-57 *Program the timing and location of public service extensions to support projected levels of development in a manner commensurate with economic capacity, preservation of desired open space and trail alignments, and minimum environmental impacts.*

Policies/Actions

LU-7 Because long-term, area-wide commitments to levels of service and development standards are necessary to efficient capital improvement programming and will promote the orderly provision of the needed and desired improvements to maintain the quality of life, the following policies addressing service level boundaries and development standards shall be implemented:

- a. Designate those lands within Improvement Levels (ILs) 1 and 2 as "urban", those lands within IL 3 as "rurban" and those lands within ILs 4 and 5 as "rural" in order to indicate where the most intensive development, and less intensive development will be permitted.
- b. Discourage leap-frog development and urban sprawl by restricting the extension or creation of new urban services or special districts to areas designated ILs 1, 2 and 3.
- c. Utilize the Urban/Rural Improvement Level (IL) lines to coordinate, among the various jurisdictions and special districts, the development of public services and facilities, and to formulate the County's Capital Improvements Program.
- d. Utilize the Improvement Levels (ILs) as designated on the Infrastructure Overlay Maps to control/condition the timing and intensity of future development and ensure that future development is contingent on the provision of infrastructure facilities and public services that are specified by the applicable Improvement Level (IL).
- e. Continually update the Infrastructure Overlay Map to reflect newly planned or developed infrastructure facilities.
- f. Designate land uses on the Official Land Use Districts Map in such a way that the least intensive uses are permitted in areas with minimal infrastructure facilities and public services, while the more intensive use types are permitted in areas where urban level infrastructure facilities and public services currently exist or are planned.
- g. Areas designated for low-intensity development shall not be converted to accommodate higher intensity development until the infrastructure facilities and public services required of higher intensity development are provided or acquired by the applicant, **and only if the project conforms with the overall growth management and open space policies of the County.**

- h. Proposed Land Use Map amendments must be consistent with Improvement Levels as described herein and proposed amendments to expand or create higher intensity Improvement Levels (ILs) must include findings that the changes are consistent with the following:
 - i) General Plan Land Use District locational criteria
 - ii) Capital Improvement Programs (CIPs)
 - iii) Sphere of Influence Policies.

If a higher intensity Improvement Level (IL) is created as a result of the amendment, cumulative environmental impacts must be addressed during an environmental review procedure especially in regards to regional concerns such as water quality, air quality, etc. and appropriate findings must be adopted.

- i. Fund the next phase of the effort to produce a working infrastructure assessment model (the Infrastructure Assessment and Reporting System (IARS)) that will allow periodic analysis of the supply and demand for backbone infrastructure items such as road, water, sewer and drainage improvements based upon land use and projected growth and service.
- j. Adopt an annual five-year Capital Improvement Program (CIP) consistent with this General Plan, listing the necessary improvements to the County's public services and facilities in collaboration with key service providers and the County Administrative Office. This Plan shall address the projected demand for public services Countywide and within each Planning Area, and shall identify the long-term financial trends and sources of funding for the major public service providers.
- k. Require that new development pay a proportional fair share of the costs to provide infrastructure facilities required to service such development. If an applicant is required to pay more than a proportional share, reimbursement agreements may be used.
- l. Require that, when fees are required in lieu of some or all improvements, such fees shall be paid no later than the issuance of building permits. Payments may be phased, provided such phasing arrangements are approved in conjunction with project approval.

- m. Require 100% of the total required fees to be paid by the time 75% of the building permits have been issued in any Large Scale Housing application, Planned Residential Development, Planned Development, or Tract of 50 units or more.
- n. Make available or establish financial mechanisms (such as assessment and community facility districts) to most efficiently spread the cost of necessary infrastructure improvements as determined by the local public agency over all development benefiting from such improvements. Provide legal written notice to all people affected by such financial mechanism cost.

LU-8 Because the County wants to ensure that future development does not become a fiscal liability for County residents, and ensure that there is a balance between the infrastructure facilities/services demanded by a development and the amount of resources available or required to provide the infrastructure facilities/ services, the following policies/actions shall be implemented:

- a. Require Fiscal Impact Analyses (FIA) of required services and infrastructure including both short- and long-term financing mechanisms and/or strategies for all new commercial, industrial, on institutional developments of six (6) acres or larger, or residential development of fifty (50) units or more.
- b. Encourage that a number of project proponents cooperate to prepare a common FIA when feasible. The Fiscal Impact Analyses shall include both local and regional impacts and the appropriate mitigation measures to correct any identified deficiencies. All projects less than 50 residential units or six acres of commercial industrial or institutional uses will be required to complete a questionnaire which can be used by staff to determine the need for additional analyses especially in regards to the cumulative impacts of such projects.
- c. Utilize Fiscal Impact Analyses (FIA) to determine the County's ability to provide adequate services and facilities through the imposition of conditions of approval, fees, special taxes, financing mechanisms, etc., on new development.
- d. Utilize the Infrastructure Assessment and Reporting System to determine the current levels of service and proposed service needs for each Planning Area or region in the County.
- e. Establish Financial Implementation Plans to acquire the services that are needed in each Planning area or region in the County.

iii. Intergovernmental Coordination

There are over 250 units of Federal, State and local governments operating within the jurisdictional limits of the County. Coordination between all these agencies and all County departments is essential for the development and implementation of the General Plan. Such coordination is particularly crucial to:

- Resolve potential land use conflicts between the County and the Federal and State agencies, such as the Department of Defense (DOD) and the Department of the Interior (DOI) which have jurisdictional control over the majority of land in the County.
- The joint planning efforts of the County and the incorporated cities, regarding land development policies in the Sphere of Influence (SOI) areas.

Other Jurisdictional Land

All lands controlled by a jurisdiction other than the County are coded to indicate the agencies that control them on the Official Land Use Districts map. This includes land controlled by the incorporated cities, Federal agencies such as the Bureau of Land Management (BLM), the Department of Defense (DOD), and other State and public agencies.

Federal land ownership is expected to change relatively little during the Plan period, although occasional land exchanges are anticipated especially between private parties and the Bureau of Land Management (BLM) or the National Forest. On the other hand, incorporated land area is expected to increase due to annexations and incorporations, thereby reducing the amount of land that is subject to the County's policies and regulations.

Land Use Planning in the Sphere of Influence (SOI) Areas

The incorporated cities are often critical of the land use decisions made by the County in the sphere of influence areas. The cities' major concerns are that:

1. Some of the land uses proposed by the County for the SOI areas are not compatible with, and are not logical extensions of the adjacent land uses within the cities' boundaries.
2. County development standards are relatively lax, depreciating the quality of the permitted development and adversely impacting the neighborhoods, including adjacent areas within the cities.
3. The review procedures employed by the County do not include urban design and architectural design considerations which are used by many cities.

Section 65300 of the California Government Code places a dual mandate on both cities and counties relating to land use planning within spheres of influence. The land use policies adopted for the SOI areas are designed to encourage annexations or incorporations. In the IVDA Area, the County has a policy of neutrality as to annexation or incorporation, and they are neither encouraged nor discouraged.

Goals

D-58 *Promote harmonious and mutually beneficial uses of land among the various public agencies and jurisdictions present in San Bernardino County.*

D-59 *Promote closer coordination and cooperation among the County, the incorporated cities, SCAG, SANBAG, the various Special Districts and other local, State and Federal agencies (whose planning decisions and actions affect more than a single jurisdiction) to address regional problems such as traffic congestion, air quality, adequacy and quality of potable water, solid waste management, and preservation of open space.*

D-60 *Encourage cities to annex urban unincorporated areas within designated city spheres of influence and support annexations/incorporations of urban designated lands, except in the IVDA Area, or where these lands are desired to be maintained as non-urban open space.*

D-61 *Develop a policy which encourages implementation of compatible standards and facilities and encourage annexation for those lands located within the sphere of influence (SOI) of all cities. In the IVDA Area, however, in order to promote and encourage timely development consistent with the goals of the County and other agencies for development and planning, it is appropriate for the County to develop a set of standards and facilities that allow for development independent of the SOI cities if necessary, and for the County to maintain a policy of neutrality as to annexation of lands within the IVDA Area.*

D-62 *Develop policies that promote and encourage timely development in the IVDA Area in order to eliminate blight, promote the retention of existing and the creation of additional employment opportunities, and further the reuse and redevelopment of the former Norton Air Force Base and other properties, including those within SOI areas, in close proximity thereto.*

Policies/Actions

LU-9 Because State law gives cities the ultimate responsibility after annexation to manage lands within their adopted spheres of influence, **and because cities are usually best able to manage urban growth through the provisions of services**, the County has a responsibility to coordinate its land use policies with the cities. The County needs, therefore, to pursue plans, policies and programs that support city standards and policies wherever such standards have been agreed to and jointly adopted.

Until joint plans have been adopted, the County will **exercise its authority** to refer development applications to affected cities, and may require development to conform to city development policies and standards whenever appropriate. **The County has determined that the County's regional goals and policies for planning and development in the Inland Valley Development Agency ("IVDA") Area require special attention and that the County should consider making land use decisions which may differ from SOI cities' plans for the same area, where this is appropriate. Accordingly, the County may choose to plan for the provision of urban services for the IVDA Area from public or private sources other than the SOI cities, such as a County Service Area or mutual water company.**

In addition, the following policies and standards that encourage annexation and the use of city standards within city spheres of influence will be considered:

- a. Adopt joint regulations/plans **whenever possible**, through the adoption of overlay districts, specific plans, zoning **studies**, infrastructure support plans and other appropriate mechanisms.
- b. **Require Conditional Use Permits within city spheres of influence for all development other than single-family residences and expansions of existing uses that are less than 25%.**
- c. Require service connections for projects that are less than one mile away from sewer availability. Exceptions (for waste water treatment plants, individual on-site and multiple owner septic systems, holding tanks, and experimental systems) may be approved, **subject to review and approval by the County DEHS**, the appropriate regional water quality control board, and the wastewater agency. **Service**

- connections under this policy may be provided by connections to a municipal sewer system, the sewer system of another regional agency, or a sewer system to be operated by a County Service District.
- d. Support city annexation/incorporation of urban designated lands.
- e. Recognize and implement growth control limits adopted by cities as they apply to spheres.
- f. Initiate Joint Power Agreements (JPAs) with cities to allow for city or County development fees to be collected and distributed accordingly.
- g. Designate Improvement Levels and Land Use Map changes to more closely reflect city prepared General Plans, pre-zoning and infrastructure and development standards for sphere areas.
- h. Designate Sphere of Influence areas on the Land Use Maps as Special Planning Areas, and utilize special city standards in these areas to the extent they are incorporated in plans adopted as described in subpolicy (a), above.

LU-10 Because the County wants to minimize land use conflicts between the County and other agencies that have jurisdictional control over lands located within the County, and because the County wants to cooperate and coordinate with adjacent municipalities and other regional agencies to address regional problems such as traffic congestion, air pollution, water quality, waste management and job/housing imbalance, the following policies/actions shall be implemented:

- a. Review the master plans and/or general plans of all these agencies and incorporate any and all policies that are applicable and appropriate into the County General Plan. The County may consider and choose not to include city general plan policies for SOI areas that are within unincorporated areas within the IVDA, where necessary, to be consistent with the County and other agency plans for regional planning and development in the IVDA Area.
- b. Solicit comments from the military and other Federal and State agencies that control land in the County on projects which are proposed within their designated peripheral areas.
- c. Develop a procedure to assure that the County, the incorporated cities, and the various special districts refer major planning and land use proposals to all affected jurisdictions for review, comment and recommendation.

- d. Establish a “Review Area” around each state, military, or other Federal jurisdiction, and review development proposals or proposed General Plan amendments and revisions within the established Review Area with the appropriate agency.
- e. Work with the Bureau of Land Management (BLM) and other public agencies to eliminate conflicts between public and private lands by reducing the checkerboard pattern of public/private ownership.
- f. Work with the BLM and the Forest Service to ensure that large blocks of public land are not further subdivided or classified as Government Small Tracts, and to ensure that disposal of public lands shall be based on definite proposals for development consistent with the County General Plan.
- g. Work with State and Federal land management agencies to facilitate public/private land exchange to eliminate the need to cross public lands to reach privately owned lands. Such land, when exchanged or otherwise acquired from the State or Federal government, shall be automatically designated as a “Resource Conservation” (RC) Land Use District. However, if such land appears on a FEMA Flood Insurance Rate Map or on a County Flood Hazard Map as being subject to severe flooding, it shall be automatically designated as a “Floodway” (FW) Land Use District. A General Plan Amendment is not required unless the land is proposed to be changed to a land use designation other than RC or FW.
- h. Work with the BLM and other public agencies in the designation and protection of wilderness and restricted natural areas in the approval and management of recreation events and sites; especially in the East Mojave National Scenic Area (EMNSA).
- i. Work with Indian tribes and State and Federal agencies in the development of plans for land within their jurisdictions.
- j. Permit development adjacent to prisons and similar detention facilities only when compatible with the security needs of the facility and public safety is assured, and:
 - i) Work closely with State and local officials responsible for administering these facilities when considering land use proposals on adjacent lands.
 - ii) Discourage high-density residential uses on adjacent or nearby parcels.

- k. Request that SANBAG act as a forum for discussion of the County's growth management plan, and work toward a consensus with all the cities for ultimate adoption.
- l. Designate SANBAG as the city/county growth management forum concerning regional issues and continue working toward a consensus with surrounding counties through SCAG and SCAQMD.
- m. Continue to work on specific projects to improve traffic flow, such as the Foothill Freeway (State Highway 30/I-210) extension project, the Route 91 Task Force and the Route 60/71 working group.

iv. Infilling

Infilling can be a means of protecting and enhancing older neighborhoods. It is also a way of maximizing the utilization of existing infrastructure facilities and of saving energy; the assumptions being that urban services are readily available in infill areas and in addition, these areas are in close proximity to places of employment. Infilling is an effective method of preserving land, water and other natural and man-made resources.

Goal

D-63 *Adopt an incentive program to encourage projects which will infill existing urbanized areas.*

Policies/Actions

LU-11 Because urban infilling promotes more efficient use of existing infrastructure and decreases the need to construct extension of services, the following incentive actions to encourage urban infill shall be implemented:

- a. Designate urban infill areas on the Infrastructure Overlay Maps as the highest intensity Improvement Levels (i.e. IIs 1 and 2) except where prohibited by other regulations and policies.
- b. Recommend Land Use Map changes to reflect higher intensity and compatible uses in urban infill areas, except where prohibited by other regulations and policies.
- c. Reduce processing times for “urban projects” (commercial, industrial and residential of 4 or more dwelling units per acre) that fall within either Improvement Levels 1 or 2 that will use underutilized infrastructure capacities as determined by the Planning Officer.
- d. Direct the Department of Economic and Community Development to provide information to prospective firms, in order to recruit industrial and commercial development to Urban Infill areas (IIs 1 or 2 with urban land use designations of industrial and commercial), and to promote use of grants for upgrading infrastructure in these areas.
- e. Direct all County Departments to prioritize capital improvements and public works to upgrade urban infill areas, including supporting creation of improvement districts, except where prohibited by other regulations and policies.
- f. Require that any and all incentive actions be consistent and compatible with any adopted applicable city sphere of influence policies or other regulations and policies.

Number of
building
permits
issued per
year in the
County from
1980-1989

